

AUG. 19, 1865.]

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FOREIGN MINING AND METALLURGY.

The Sambre Mines and Rolling-works Company has just held a general meeting. The gathering was rather impatiently looked for in the industrial and financial world. The Industrials were interested in the matter, because they wished to obtain precise information of the state of the iron-works, and especially of the rolling-works established near Maubeuge. Financiers, on their side, have seen the shares of the company fall to a miserably low point—about 12. 4s. each—and some speculators believe that there are chances of an advance from this point, while it is evident that the probabilities of a fall are singularly diminished. A certain disappointment was then experienced, when it was found that the meeting which assembled was not sufficiently large for deliberative purposes. Another gathering was convened for Sept. 11. The shareholders in the Selsis Company have voted at an extraordinary sitting a proposal for the augmentation of the floating capital, made by the Council of Administration.

From Mr. EDWARD COOKE:—This being about the dullest season of the year, even in ordinary periods of business, there is nothing very striking to write about. The price of many good mines is now very low, and would pay the bold speculator well for buying into, upon a revival of business in the autumn there will, in all probability, be a good reaction. At the present dull period the occurrence of any slight accident in a mine is magnified by some parties to an enormous extent, with the view of intimidating shareholders to sell their shares (of course, with a purely unselfish motive). An instance of this has lately been witnessed in CLIFFORD UNITED MINES, upon the occasion of the run that lately occurred in the back of the 200 fm. level. Being in Cornwall a few days after the run occurred, I took the opportunity of visiting the mines, and in conversation with the highly respected manager he assured me that the value of the mines was not depreciated by the run to the extent of one penny; but, in his opinion, it would ultimately prove a great benefit. If the immense deposit of ore about the 200 fathoms level were lost to the adventurers it would be a very different matter; but that is not the case, and the ore will be taken away to much greater advantage. If it should temporarily tend to diminish the next and following sampling a little, it is very probable that much may be gained in the rise in the standard in the meantime. CLIFFORD AMALGAMATED are the richest copper mines in Cornwall; and, even with the present low standard, pay 12½ to 15 per cent. annum. If the shareholders allow themselves to be frightened into selling their shares it will, no doubt, have the desired effect of reducing the speculative sales of certain parties, who seem to prey upon others misfortunes, and who are really a curse to all legitimate mining enterprise. Whoever buys Clifford will buy into a sterling property, that will give large profits for many years to come. At the meeting of THE AYR, to be held on Monday next, I am informed that the prospects have so much improved that no call will be required, and yet the mine, with its engine, &c., and at such in the finest mining district that Cornwall has produced, is selling at less than 2000*£*. This is one of the anomalies in mining properties. The shareholders in EAST LOWELL are now satisfied, I presume, at the change of management. The actual profit on the four months' working was about 650*£*, upon the sale of 182*t*. The profit of the raised in that period, at the meeting, in April last, the then manager, and some of his partners, stated there was not 200*t* worth of tin in the mine. EAST LOWELL is unquestionably one of the richest mines, to the extent it is opened, in Cornwall; and, under the new manager, I believe that the adjoining mine, GREAT EAST CORNWALL, will prove as rich at a very distant period. The engine is now erected, and the development of this promising piece of mineral ground will be proceeded with.

FOREIGN MINES.

ALTEN AND QUENENBACH.—C. Trelease, July 12: Raipas: Since the water fell back we have resumed the working in the 20 east; the vein is irregular in form, but turns out about 1 ton of good grey work per fm. The south-west lode, 12 fm. continuous about 2 ft. wide, producing 2 tons of ore per fm. In the foot stope, near Monk's shaft, the lode turns out about 1½ ton per fm. The shallow adit stops yields fully 2 tons of ore per fm., where the lode looks more regular and promising than before. In the surface working the lode continues small, but the prospects are encouraging, and the ore of good quality.—Old Mine: In the north working we have been engaged stopping the sides of the level recently holed between the stope, where the lode is, with fair proportions of grey work intermixed. In both ends of No. 1 working the lode continues regular in size, and yields about 3 tons of ore per fm. The 5 fathoms foot stope yield ½ ton of ore per fm., where the lode presents a good appearance. In the back of the 5, east of cross-course, the lode is 5 ft. wide, with more quartz in its composition than usual, whilst the ore is much disseminated. The roof stope, south of Polden's rise, yields from 3 to 3½ tons of ore per fm., where the lode is large, but the most productive part for some time has been confined to a horizontal floor some 3 or 4 ft. in thickness. In the south part of the mine there is but little change to note since last. In the roof stope the lode varies from 2 to 5 ft. in width, yielding about 3 tons of ore per fm. We are still opening in the north end of the foot stope, where the lode is 2½ ft. wide, worth 2 tons of good grey work per fm. In the south level the lode is 9 feet wide, the lower and middle part of which yields good grey work; the upper portions are still coarse, and highly quartziferous. Carr's adit is progressing steadily. The ground is easier than formerly, and appears to gradually improve as we advance. The ore is, and, after some time, will be as rich as at a very distant period. The engine is now erected, and the development of this promising piece of mineral ground will be proceeded with.

With regard to French affairs, we may note that progress has just been reported by the Rive-de-Gier Colliery Company. The profits of the half-year ending June 30, 1865, amount to 18,882, independently of those derived from the working of the Givors Canal. Out of the sum named the Council of Administration decided that 12,800*£* should be distributed amongst the shareholders in the shape of a provisional division for 1865. This reparation represents a dividend of 3d. 4d. per share. The surplus profit of the first half-year, amounting to 5,882*£*, will be added to the reparation of former profits, amounting to 7465*£*. The 3s. 4d. per share to be distributed on account will be paid Oct. 16, less 1d. per cent. for the tax due to the State. Orders do not abound in the forges of the Moselle group. An advance of 8s. per ton, made July 20, appears to have checked business. It is stated, however, that this rise only applies to the sale radius reserved by the Syndicate. On the Paris market, where all groups meet in competition, on the frontier, and everywhere where they have to deal with foreign competition, prices have undergone no change. The advance has not changed either any of the conditions formerly established with respect to proportionate remissions accorded to purchasers, according to their total orders in the course of a year. These remissions are established as follows:—2½ per cent. on a minimum of 50 tons, 5 per cent. on a minimum of 100 tons, 7½ per cent. on a minimum of 200 tons, and 10 per cent. on a minimum of 300 tons. The new constructions which have been for some time in progress in the Moselle are being pushed forward with the greatest activity, and every interested appearance bent on losing no time. Business in minerals is vanishing in the country of Longwy. By a new tariff prepared by the Eastern of France and Northern of France Railway Companies, and now submitted for ministerial homologation, coal and coke will be conveyed at the rate of 4s. 8d. per ton per mile, and minerals are to pay only 2s. 2d. per ton per mile. The rise in prices attempted by the Moselle districts, and followed immediately in Champagne, has been echoed in all the groups, and it is announced that the forges of the Nord, and works in the neighbourhood of Lyons, have declared an advance of 8s. per ton on all their iron, in order to justify this rising *en masse*. The advance should have been preceded by an active consumption, and this, it is stated, has not prevailed.

The Belgian colliery company known as the Rieu du Coeur, the office of which is at Quarregnon, has solicited from the Minister of Public Works authority to unite its branches by an industrial line on the one hand to the state system towards St. Ghislain, and on the other hand to the line from Mons to Hautmont, at the Temple station, at Genly. The application has been made more than a month, but the Department of Public Works has not yet vouchsafed a reply. We read in the *Moniteur des Intérêts Matériels*:—The extension of maritime transports is indispensable to the development, and even to the maintenance, of several important branches of Belgian commerce. We shall only mention siderurgy and coal mining industry. Those who follow with some attention the state of these industries are convinced that both are a prey to the same depression. The production of the Belgian collieries was some years since proportioned to the internal consumption; then came a new era of foreign competition, and new outlets were offered to Belgian coal, which are of excellent quality. The future showed itself under a large aspect; new pits were opened, and the extraction acquired immense proportions. But it appeared that the outlets on which reliance had been placed had been exaggerated, while coal basins created in France and Germany sustained a competition against our products. A crisis was inevitable, and our collieries have had to support it for several years past. The crisis is now less intense, and a sensible improvement has taken place in the position of coal mining industry; but it must not be said that the evil is entirely dissipated, and that nothing more remains to be done to consolidate and establish the situation. In any case, the example of the past must serve for instruction in the future. It is not without reason that we have recalled in a few words the history of Belgian coal-mining industry during the last few years. Although the facts may be patent and confirmed by figures, it is necessary to repeat them even to satisfy, for industrials are quick to forget, when prosperity returns to them, the years of crisis through which they had to pass. It is as well not to be pessimists, but it must be admitted that there are many points of comparison between the position of coal workings ten years since and that of ironworks during the last few seasons. In the same manner that the extraction of coal was found insufficient for a moment in presence of an extraordinary special demand, in the same manner the works became overcharged with orders two years since; and, unfortunately, a conviction begins to be entertained that these wants were also unnatural. In the same manner as in the period of property extractors were bent on sinking new pits, extending their subterranean galleries, and redoubling their activity, we have since seen iron works carry production to its last limits, extend existing buildings, and create new ones. Let us suspend the comparison here. In pushing it further we must predict for metallurgical industry the sufferings which coal working associations have endured, and such is not our idea. We do not say that the evil is without remedy, but we must at least confess that there is a certain danger to be avoided, and some precautions to be taken. For each of the industries with which we occupy ourselves, maritime exports ought to be seriously considered, and already we have invited to this subject the attention which it deserves. Siderurgical industry has long familiarised itself with distant deliveries; after having made numerous experiments it has arrived at serious results. Distant outlets have not yet said their last word, but we must look for a considerable improvement in transport conditions. At the same time there is a tendency which must be guarded against. We have seen of late our metallurgical establishments press somewhat heavily on the internal market, maintaining prices of iron with great sharpness, while concessions were made on foreign account. In order to justify these concessions it was said that it was necessary to extend external relations, and that such a policy was a sure means of running off on suitable terms a considerable production. It was further argued that these concessions in respect to prices were often only apparent, as means were thus easily found of getting rid of iron of secondary quality. This manner of doing and seeing is not the general rule; we even congratulate ourselves on thinking that it is the exception, but nevertheless the exception exists, and it is necessary that it should be guarded against.

We may note one or two other miscellaneous facts. The company carrying on the Charbonnage du Paradis d'Avroy et Boeverie, at Liège, has declared this month a dividend of 12s. 10d. per share in respect to the first half-year of 1865. We learn from Algeria that a vein of coal has been found behind El Cantoura, on the borders of the Oued-Brahim. The bearing extends over a distance of 5½ miles.

EAST ALDERLEY EDGE MINE.—The following report, from Capt. John Pascoe, dated Aug. 17, has just been received:—

"The sett presents a field of more than ordinary promise to mining capitalists. The surface area of the property is upwards of half a mile in length, by about half a mile in width, with three known east and west lodes traversing it lengthways, intersected by a cross lode running north-east and south-west. The south lode has been laid open to a limited extent only, the principal operations being almost wholly confined to the middle and north lodes, from which the present company have sold thousands of pounds worth of mineral. About 10 fathoms below surface a floor or bed of red sandstone was met with; in order to get through this red layer of rock, a line of rods was attached to the engine (18-inch cylinder) for pumping the water, and a shaft sunk 30 fathoms below surface. In the last 3 fathoms sunk a gradual and very perceptible change was taking place to a whiter description, in which spots of oxide of copper were to be seen. At this point sinking had to be discontinued, owing to the want of a more powerful engine. The north lode, however, was intersected by a short cross-cut driven out from the bottom of the shaft, and found to be 5 feet in width, well defined, carrying a beautiful soft pumice on the footwall, and presenting all the indications of yielding large quantities of mineral at no great depth below the point referred to. In order to develop the mine effectively, a steam-engine of not less than 30-in. cylinder should be erected, so as to be enabled to see the lode with all possible speed at a deeper point, and while this and other necessary work is being executed, with a view to a proper future working a piece of ground 30 fathoms in width, in the mineral-bearing sandstone standing between the middle and south lodes, I would recommend being explored. I would also advise westward drivages on the east and west lodes to prove their respective values at the point of contact with the caunter lode, which, in my opinion, is a point of great importance. Looking at the number of parallel lodes running through the sett, the productiveness of the two lodes worked, the rich quality of the ore obtained, as well as its relative position to its high neighbour, the Alderley Edge Mines, I do not hesitate to say that I think the property one of more than ordinary speculation, and if spiritedly and judiciously worked will prove a great success. We have recently sunk through the sides on a piece of unworked ground, where we have discovered a good-looking lode of copper ore, and have taken from it to date a stone from 3 to 4 cwt., worth at least from 3 to 4 per cent. We are opening on it as fast as possible, in order to ascertain its size and bearing, and as soon as I know this I will give you all the particulars immediately. In the end driving west, on the middle lode, there is a good lode of copper ore, but for the time is suspended on account of water flowing from the old workings; we have commenced, however, a cross-cut, in order to intersect the lode, and to water it, which we hope to do in the course of a week or two. I am glad to tell you that we have discovered a good lode of copper to the south of any we had before, and as soon as we have opened on it I will write and let you know the size; however, I can see it will turn out hundreds of pounds worth of copper ore."

ATLANTIC STEAMSHIPS LOST.—The Glasgow makes the twenty-ninth steamship lost while plying between European ports and America and Canada during the past twenty-seven years, or an average of about one a year since the commencement of ocean steam navigation between the two continents. The following is a list of the boats, City of Glasgow, City of Philadelphia, Franklin, Arctic, Pacific, Lyons, Tennessee, Canadian (No. 1), New York, Indian, Argosy, Norwegian, United, United, Bostonian, City of New York, Jura, and Gingko.

HOLLOWAY'S PILLS AND OINTMENT.—DERANGEMENT OF THE STOMACH AND BOWELS.—In all cases of irregularities of the liver, the stomach, and bowels, the stomach, sick headache, debility, loss of appetite, drowsiness, and incapacity for exertion, will all pass before a course of these pills, which purify the blood, and give tone to the whole system. In external injuries, such as burns, scalds, bruises, and all kinds of rare balsams, anointed with a grain of mercury or any deleterious substance. They can be used with safety by both sexes at all ages, in any climate.

Mining Correspondence.

BRITISH MINES.

ABRAHAM CONSOLS.—J. Vivian, H. Cowling, Aug. 17: In sinking Sale's new engine-shaft our men continue to make fair progress; ground continues much the same as it has been. Our tributes continue to raise timber on the south lode.

BAGTOR.—W. Hosking, Aug. 17: Prosper engine-shaft is now sunk 13 fms. below the 15 fm. level; the lode is becoming larger, and carrying little tin throughout. We yesterday broke some very good work for tin from the 15 fm. level end, west of Prosper shaft; the lode and the ground are showing a greatly improved appearance, and are apparently bordering on another shoot of tin ground. I have set two men to stop the back of this level, at 2½s. per fathom; the lode is 1 ft. wide, and yielding fair stamp work. The 20 fm. level, driving east of Quickbeam shaft, is not yet clear of the influence of the cross-course. Our reservoir is nearly completed, and is now containing 10,000 tons of water, which will enable us to continue pumping uninterruptedly.

BEDFORD CONSOLS.—Capt. Mitchell, Aug. 17: In the middle adit level cross-cut north the ground is a little easier for driving, and of a congenial character for mineral. The ground in the cross-cut south still continues hard and spare for progress.

BEDOL-AUER.—Aug. 18: The new shaft is still in sand, which is without water, but the sand is very quick; we have now sunk 40 feet. The Brynia lode, driving north-east, has been driven 85 ft. from the Golden Shoe lode; the end is looking very kindly, still yielding 15 cwt. per fathom. We have cut a good branch of lead in this end, under the footwall, which we shall now carry, and I hope will materially alter the value. The Cortis Waen lode is rather poor this week. If we were to put these men to stop away the back it would pay well, as the driving for the last 3 fathoms has averaged 1½ ton, and is equally good in the roof.

BOSCAWEN.—R. Giles, Aug. 12: The lode in the 30, driving east from Hellenbeagle, is at present split by a small patch of killas, but I think it will not be of long duration; the lode is now worth 10*£* per fathom. The ground is still favourable for driving at the deep adit, south of Parry's shaft. I have suspended all other operations for the present.

BRONFLOY UNITED.—T. Kemp, Aug. 16: The stopes above the back of the 52 west are without change, producing 1½ ton of lead per fm., and the ground has improved for progress. The new shaft is progressing favourably.

BRYN GWILOC.—C. Paynter, Aug. 15: The engine-shaft, sinking below the 102 fm. level, is progressing satisfactorily; the lode is 1 ft. wide, composed principally of blende, carbonate of lime, and very appearance of an improvement. The lode in the 102 fm. level, driving east of engine-shaft, is 1 ft. wide, consisting of blende, carbonate of lime, and occasionally a little lead ore, but the latter not much to value; we anticipate shortly to intersect the same run of ore ground which we have at present in the bottom of the 90 fm. eastern level. A pitch in the bottom of the 90 fm. level, east, 12 fathoms from engine-shaft, yields for lead ore, on an average, 2½ cwt. per fathom. A pitch immediately east, in the bottom of the same level, produces 2½ tons per fathom. The various pitches in back of the 90 fm. eastern level, yields an average produce of 25 cwt. per fathom. A pitch, let to two men, in the back of the 90 fm. level, 50 fms. west of engine-shaft, is in very good appearance; the present yield for lead ore is 1 ton per fathom. The lode in the 75 fm. level, eastern end is 2 ft. wide, composed of shale, with a mixture of carbonate of lime, indicating the near approach to the run of ore ground dipping from the upper measures. Brooks's pitch in the flat, in the back of the 66 fm. western level, is worth 2 tons per fathom. Michell's shaft, sinking in the western part of the mine, is in very good limestone, and there is not the least doubt but this point, after a little time, will become very productive for lead ore. All operations on surface and underground are pushed on with all possible speed. Our machinery is in good working order.

BRYNTAIL.—James Roach, Aug. 17: The lode in the 30 east still contains spots and small stones of lead ore; we expect an improvement in this direction shortly. The produce of the stope in the 30 west is 5 to 6 cwt. of lead per fathom. The lode in the 75 fm. level, driving under the 20 east is yielding good stones and a mixture of lead ore, which we are saving for dressing. We have crushed a pretty deal of ore-stone, and are now jiggling the same. In my next I shall be able to state the quantity of clean ore it is likely to produce.

CAPE CORNWALL.—R. Goldsworthy, Aug. 16: Saturday last was our pay and setting, which went off well. Having holed the western shaft, and thereby effected good ventilation, we set the following bargains:—The rise above the 90, against the 80 fm. level winze, by two men, at 4½ lbs. per fm. The winze below the 80, by four men, at 4½ lbs., which we hope to hole in a few days. The 80 rise, against the 70 winze, by two men, at 70s.; nearly holed. The 70 end west, by four men, at 50s. per fm., 10 fm. certain. The 65 winze, by six men, at 70s., certain bargain. A pitch in the 80, by four men, at 12s. The axles for the 32 heads of stamps, driving wheel, &c., were delivered on the mine on Monday.

CARADON AND PHENIX CONSOLS.—W. Richards, Aug. 17: During the past six weeks the cross-cut south has been driven 6 fathoms; the ground in the present end is elvan, and favourable for progress, the price for the current month being 4½ lbs. per fathom. The winze in bottom of the 20, or No. 2 lode, is down 2 fathoms, the lode in which is 4 feet wide, containing capel, quartz, pebbles, good stones of copper ore, and 2 tons of blende per fathom. The price for sinking during the current month is 4½ lbs. per fathom. Water having been cut in excavating the ground for the wazel-pit, the operation is suspended for the time, and the men are put to bring up a 75 ft. to water it; the ground in the lobby is favourable for progress.

CARADON CONSOLS.—Wm. Rich, Aug. 15: The ground in the south cross-cut is very wet, which looks as we are getting near the lode. There is no other alteration.

CARNGLAZE UNITED.—T. Hosking, Aug. 14: There is no change in the lode in driving the 20 east since my last report. On Saturday the end was set to drive by six men, at 47 per fm. for the month.

CENTRAL MINER.—T. Hughes, Aug. 17: Victoria engine-shaft has been sunk to the 60 yard level. The men are now busily employed securing about the bottom with timber, preparatory to commencing the cross-cut to cut the lode. The lode in bottom of the 40, about the winze, is worth from 1½ to 2 tons of lead per fm., and very promising. Edgworth's Shaft: The pitch in back of the 50 north has greatly improved, now worth 1 ton of lead per fathom.

CLOWANCE WOOD.—E. Chegwin, Aug. 16: In the 20 cross-cut, driving north of engine-lode, towards the north lode, the ground is a little more spare than we expected. We expect as we are getting nearer the lode the ground will improve; set to drive by eight men, at 10½ per fm.; driven in the past month 3 fms. 2 ft. 2 in. The engine still continues working well, and water little.

CRANE.—H. Skeens, Aug. 16: The engine-shaft is down 7½ fms. below the 90, and is still hard and troublesome for sinking. The lode in the 90 east is 1 ft. wide, worth 10½ per fm. The lode in the 90 east, which we hope to hole in a few days. The 70 rise, against the 70, by two men, at 70s.; nearly holed. The 70 end west, by four men, at 50s. per fm. There is a great improvement in this level, and the character of the ground altogether changed for the better. Looking at the branch of ore in the shaft under the bed of spar, and the branches we have driven through in the 90 cross-cut, we think there is every reason to believe we shall have a great improvement at the 100. Our prospects at present are more chequered than we have had since the mine has been working.

CRENNER AND WHEAL ABRAHAM UNITED.—J. Vivian, Aug. 17: The 80-inch cylinder engine continues to work well, and has drained the mines 45 fathoms under the adit level. We are now preparing to fix additional pumping work to drain below this point. The 90-inch engine, with all our boilers and fittings, are complete, and ready to get up steam at any moment; but I regret to say we are behind with our shaft work, waiting the delivery of the connecting plates for our large pumping rods by the manufacturers. We are fixing a 12-inch H.P. or force-pump, to force water to surface for condensing and other purposes, which will be completed this week. At Commins's shaft the shaft-tackle, pulley stands, &c., are complete, and connected with our No. 1 steam-shaft, and commenced drawing; at this point we hope to raise about 50 tons of sulphur muriate by the end of this month. At Gard's shaft, in the western district, we are making preparations to erect shaft-tackle, &c., from whence we expect to raise large quantities of copper ore. All our works are being pushed forward as fast as possible, and the machinery in every department works well.

CROWAN AND WENDRON.—R. Reynolds, Aug. 16: We put the pole to work today, and it is working very well, lifting the water at present up to the 24; above this we have two drawing-lifts, which will be drawn to surface in the coming week, and the plunger column raised to the adit.

CROWAN CONSOLS.—Joseph Vivian, Aug. 16: We are busily engaged at present in cutting plait, casing and dividing the engine-shaft from the 30 to the 42, &c. In the 30, driving east on Damppling lode, the lode is large, composed principally of spar, intermixed with copper ore and blende. In the 20 cross-cut north we are passing through highly mineralised country rock, and fully expect to intersect the main part of Curtis's lode in a short time, driving at the rate of 4 fms. per month. Our tribute pitches are improved for copper ore. The water in Old Wheal Strawberry is now down 5 fathoms under the adit.

DEVON AND CORNWALL UNITED.—Thos. Neill, Aug. 15: The lode in bottom of the 12 is 6 ft. wide, worth 8 tons of ore per fm. The stope in bottom of the deep adit level, west of winze, is 5 ft. wide, worth 7 tons per fm.—William and Mary: There is no change in the 34 east. The lode in the 22, west of engine-shaft, is looking very promising, producing good stones of ore. The lode in No. 1 winze, east of shaft, in bottom of the 22, is worth 3 tons per fm. No. 2 winze is worth 12 tons per fathom. One stop in back is worth 8 tons.

EAST CARADON.—Jas. Seccombe, Aug. 16: Caunter Lode: The 70 east is worth 5½ per fm.; the 80 east, 10½; the 80

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, AUG. 18, 1865.

COOPER.	£ s. d.	£ s. d.
Best selected—p. ton	69	0
Tough cake & tile	86	0
Burna Burna	90	0
Copperwire	11½	—
ditto tubes	9	12½
Sheathing & bolts p. ton	91	0
Bottoms	96	0
Old (Exchange)...	77	0
IRON.	Per Ton.	
Bars Welsh, in London	75	6 8 0
Ditto, to arrive	75	15 0
Nail rods	8	10 0
Stafford, in London	8	15 9 15 0
Bars ditto	8	15 0 11 0
Hoops ditto	9	17 6 10 10 0
Sheets, single	10	10 0 11 0
Fig. No. 1, in Wales	10	0 5 10 0
Defined metal ditto	4	0 5 0 0
Bars, common ditto	7	0 7 5 0
Do. marsh. Tyne or Tees	7	10 0
Ditto, railway, in Wales	7	0 7 5 0
Ditto Swed. in London	11	0 11 15 0
To arrive	11	15 0
Fig. No. 1, in Clyde	12	5 0 3 1 0
Ditto, Bars & Tyne or Tees	2	9 6
Ditto, Nos. 3, 4, f.o.b. do.	2	6 5 2 5 6
Hallway chairs	5	10 0 5 15 0
Spikes	11	0 12 0 0
LEAD.		
English Pig, ordn. soft	19	5 0
Ditto (WB)	20	10 0
Ditto sheet	20	0 20 5 0
Ditto red lead	22	0 23 0 0
Ditto white	25	0 27 0 0
Ditto patent shot	22	10 0
Spanish	18	10 0
At the works, 1s. to 1s. 6d. per box less.		
COOPER.		
The Metal Market continues in a slightly improved condition, and we have good reason to anticipate that at least a fair autumn trade may be done. The demand for metals generally is rather more active, and prices remain tolerably firm. The advices from India, although reporting that metals are but little enquired for, yet are generally of a more encouraging character, and lead to the belief that a better state of things will spring up ere long, and that we shall at no distant day see a return to a much more active state of business. Of course, we cannot expect to have an immediate change from the great stagnation in business with India, which has been so for a long time past, to a condition of great activity. The change will only be gradual, but it is satisfactory to see that business in that quarter is improving; and we can now reasonably hope that this improvement will continue until we have again reached that position of prosperity which formerly attended our commercial operations with that part of the empire. Orders from America also are gradually increasing, and confidence is still entertained that the trade will continue to revive. These circumstances tend to give encouragement to those connected with the metal trade, and to enable them to look forward to better times.		
COPPER.		
The market for this metal has been rather inanimate during the week. The Indian Office has issued an advertisement for the supply of 100 tons cake for Bengal.		
IRON.		
The improved demand for iron continues in Staffordshire. The reduction of the make by the strike and the lock-out, and even more by the late hot weather limiting the production, has reduced stocks to a low point, and buyers, finding that orders are not executed so promptly as before, are ordering more freely. There is a considerable contract in the market for Australian and continental orders are tolerably good. As the weather cools the production will increase, but the general opinion is that there will be a good autumn trade, and should the United States augment their requirements, it would soon be brisk. In Welsh the ironworks continue well employed, and an increased quantity of iron has been turned out during the week. There are considerable orders in hand for the continental markets, and there are enquiries on American account, a circumstance which has tended to increase confidence in the future. No improvement has taken place in the demand for descriptions and qualities suitable for shipbuilding purposes. Home buyers of bars are giving out additional specifications. Rails and bars show no change in prices. In Swedish iron but little is doing, but importers are not disposed to sell under former prices. In Scotch pig-iron the market has generally been inactive during the week, but, upon the whole, prices have rather improved, commencing at 5s. 3d. cash; an improvement took place to 5s. 4d. cash, but declined again to 5s. 4d. cash, and afterwards to 5s. 3d. cash. The market, however, again became better, and business was done at 5s. 4d. cash; and the last advices from Glasgow report a still firmer market, and transactions at 5s. 6d. cash.		
LEAD.		
—The market has been again quiet during the week, and prices are a little easier.		
TIN.		
Very little animation has been apparent in this metal. In foreign the tone of the market continues depressed, and there are now sellers of Straits at 8s. 10s. cash, but buyers do not seem disposed to pay this price now, and there seems little doubt that holders will have to accept a lower price.		
SPELTER.		
Business has not been active during the week, although there has been rather more enquiry for parcels on the spot, and transactions have taken place at 22s. 5s.; latterly, however, the market has become less firm, and we now quote 22s. to 22s. 5s. for parcels on the spot.		
TIN-PLATES.		
Several of the makers have sold largely, but the advance of 2s. per box, agreed to at the quarterly meeting, has not, as a rule, been obtained; 1s. to 1s. 6d. per box advance has, however, been paid.		
STEEL and QUICKSILVER		
still without alteration.		

THE SCOTCH AND CLEVELAND IRON TRADES.

The trade and public have lately been favoured with productions in the shape of circulars, enlarging on the great prosperity of the Iron Trade. I congratulate the country on the magnitude of this branch of its industry, which for years past has been developing itself in such a manner as now to be the astonishment of all. A glance at the statistics which are published from year to year will at once show how rapidly Scotch iron has been produced, and how enormously the consumptive powers have also been developed; yet the Scotch trade is not the greatest wonder. The Cleveland trade has by far outdone the Scotch, and next year will open with a production even larger than that of all Scotland, as the statistics below will show.

The gentlemen who have so recently published circulars of the Scotch and Cleveland trades go strongly in favour of higher prices; and state that the stocks, both north and south of the Tweed, have been considerably reduced. The stock in Scotland has, it is generally admitted, been slightly reduced, but certainly not to the extent that the circular writers would have us believe (although said writers put forth their production as official, when it really is not, the committee of trade, having nothing to do with the compilation of the said statistics). When we take into consideration that the exports and consumption, in the first half of the year, have always been in advance of production, we will have no cause to wonder that this year has also seen a trifling reduction of 20,000 tons. Notwithstanding the heavy consumption in the early part of each year, the stock in Scotland has attained to 760,000 tons, sufficient to meet the demand should another pig not be made in all Scotland for eight months.

In Middlebrough' district the make last year amounted to 904,000 tons. There were many new furnaces blown-in during the last four months of 1864, which have been making up to the present time about 300 tons per week each, and which will go far to make this year's production in that district quite equal to the Scotch, although the circular from that district—published, we might say, by those who know little or nothing about the real production and consumption of Cleveland iron—gives the make from Jan. 1 to June 30 at only 410,383 tons; whereas the ironmasters themselves returned a make for the whole of last year of 904,000 tons, as above stated. Surely it is not too much to expect that the make for the first half of 1865 would be quite equal to the half of the make of 1864, especially when there were a number of large furnaces in blast from January to June, 1865, which were only put in, as above stated, towards the close of 1864. The writer of the circular goes on to say, that the stock has been reduced 10,497 tons during the first half of 1865, which we will prove to be incorrect. For instance, take as follows:

Production, at least equal to half of 1864—but which in reality is Tons, more—500,000 being nearer the make for the first half of 1865. 452,000

Consumption—(according to return in circular)..... 429,880

(say) 31,120

Increase to stock for first six months of the present year; but this is not the real increase of stock. Many ironmasters having issued scrip for large quantities of iron, and for which they have received payment, do not return iron so held by them as stock, but the writer of the circular, wanting to make the best story he can, has included all this iron as consumed, for nowhere does he take note of it. We should say, at least, there will be scrip for 10,000 tons, which will bring the increase of stock up to over 40,000 tons, making a stock in Middlebrough' as follows:

Tons, Stock Dec. 1, 1864, as per trade returns..... 62,500

Increase first half of 1865, including makers' scrip, which cannot be left out—and make at only equal to 1864..... 41,120

(say) 106,620

stock at present is in the hands of makers or in Stockton and Darlington Railway Company's stores.

That the ironmasters of the Middlebrough' district are anxious as to the future is known

to all, for we find many anxious to sell for forward delivery whose furnaces are not yet completed—further, those who have been so fortunate as to sell for forward delivery will find their iron not consumed, but in the hands of second parties, who will be eager sellers, and who will only be too glad to get rid of the iron.

For the information of your readers, we give you a list of furnaces put in blast since the 1st of January last, and those expected to be lighted before the end of the year:

Eiswick 2 Furnaces. Ferryhill 4 Furnaces.

Cleveland 2 ditto. Middleton 2 ditto.

Clarence 2 ditto. S. B. Yorkshire 2 ditto.

Carlton 2 ditto. Newport 1 ditto.

G. W. L. and Co. 2 ditto. Acklam 3 ditto.

H. L. and Co. 4 ditto. Total 27 furnaces.

Normandy 1 ditto. They will produce in 1866.

To which will make at least 300 tons per week each. Calculating accordingly,

Tons 421,200

Deduct for furnaces going out of repair 75,200

And we have a make of 1,250,000

Or nearly 100,000 tons above the entire make of Scotland.

That the iron trade has been good we will not attempt to deny; but as we have seen

other markets overdone, so shall we most assuredly see the iron market overdone, and

that in place of higher prices, we shall see considerably lower ones, both in Scotland and in Middlebrough'.

We look upon the Scotch market going up in the face of the Mid-

lands' prospects as utter madness—and if the Scotch masters are as wise as they

are of the credit of being, we shall see a smart reduction in their price, which may tend to

keep orders in their hands, and cause the dulness to fall on other heads but theirs.

THE LIVERPOOL METAL MARKET—AUG. 17.

PIG-IRON continues without improvement, and no large amount of business done. Prices remain the same.

MANUFACTURED IRON.—We have no great improvement to report, all

branches of the iron trade continue very dull, with the exception of hoop iron, for which there is a really fair demand. Makers are getting very

hungry for plate orders, and in many instances are quoting as low as

8s. 15d., delivered here for ship specifications. The demand for nail-rods

continues unusually slack, and prices are lowering; the cheaper brands of

nail-rods may be bought for 7s. 15d., f.o.b. here. There is no revival in

the ship-building trade to report. The demand for iron from the States

has improved somewhat, and we are glad to hear that last mail brought

a few specifications for Charleston and Mobile. Confidence is being re-

stored in the Eastern trade, and a few good specifications have been put in hand. Swedish iron in moderate demand at 13s. 10d.

LEAD.

LEAD continues to improve slightly; no large transactions have taken

place, and prices remain the same.

COPPER is a little firmer, but business very limited; best selected may be quoted 8s. 9d.

TIN.—Transactions in foreign have been limited, with prices a shade easier.

English firm.

TIN-PLATES have improved considerably since our last, especially char-

coals, for which there is a great demand for prompt delivery; holders are

much firmer in their quotations, and can get better prices. Charcoals

may be quoted 26s. 9d. to 27s. 3d. for first quality, and 25s. to 26s. for

second. Cokes are very firm at 21s. 6d. to 21s. 9d., and we confidently

expect to report them 3d. to 6d. higher next week. Makers are asking

full prices, and stocks are low. Several orders from the Southern States

have been given out this week.

SPELTER continues dull, and slightly declining in price. No business

has been done this week worth naming.

Messrs. Jones, Quiggin, and Co., the well-known Liverpool shipbuilders,

launched two very fine paddle steamers last Saturday afternoon, built entirely of Bessemer steel; they are intended to trade between Liverpool

and Dublin. We understand two more of the same model, and for the

same line, are to be proceeded with at once.

THE COPPER TRADE.—Mr. J. Pitcairn-Campbell, of Liverpool, reports—

The absence of demand for English copper of all sorts continues, and smelters find little

inducement to increase their stocks of the raw material. The exports of copper for the

first six months of 1865 were as follows:—

Manufactured. Unmanufactured.

British. Foreign. Yellow metal.

January Tons 1711 124 621 706

February 2143 212 716 631

March 1812 190 818 691

April 1836 132 362 185

May 1084 170 729 747

June 712 102 574 583

Sales since my last have been—

Aug. 1.—100 tons bars, on spot here, ex "Arica" £78 0 0 per ton.

" 1.—42 tons bars, to arrive, per "Annie Fisher" 78 10 0

" 5.—740 tons ores, on spot here, ex "Colorado" 0 15 6 per unit.

" 7.—211 tons bars to arrive, per "Santa Rosa" 78 10 0 per ton.

" 7.—140 tons bars to arrive, per "Ewir" 78 10 0 "

10.—25 tons bars, on spot here, ex "Ocean King" 78 0 0 "

Quotations are—15s. to 15s. 6d. for regular and ore, 16s. 3d. to 16s. 6d. for barrels, and 78s. to 82s. 10s. for bars. Arrival from the West Coast, S.A., during the fortnight have been—

Ores. Regulus. Bars and Ingots. Barilla.

Liverpool 2755 2107 4608 188

Swansea 3040 2426 770 —

TIN.—Sales of Straits have been made since my last at 10s. to 20s. below quotations, and the market closes flatly at 89s. to 89s. 10s.

The settlement of the fortnightly account in the MINING SHARE MARKET took place on Wednesday, but was comparatively small, and the business transacted during the week has been to a very limited extent.

Great Wheal

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

WEST WHEAL TREVELYAN.—Although we have not been shareholders here for 12 months, we have been served with a notice from the Stannaries Court, placing us in the list of *past* shareholders; and, as many correspondents have been placed in the same position, and are somewhat alarmed, we may at once relieve their anxiety by stating that it appears to be usual, under the new Act, to make out lists of contributors in any mine about to be wound-up under it—first, of the parties liable and to be made to pay; and, secondly, a list of *past* shareholders, to be held in reserve, in case the former cannot pay. This, as it appears to us, needless measure has the effect of alarming past shareholders, and doing incalculable injury to the mining interests; and it behoves someone, at the earliest moment, to bring the Act before the House of Commons for its amendment. If, under the Winding-up Act, the costs are made out by sending circulars at so much each, we can understand why so many hundreds are sent out to past members, as well as to the real contributors. In the case of West Wheal Trevelyan, it is being wound-up under the Act, in order to enforce payment of heavy arrears of calls. The debts altogether, we understand, are 800L, against assets, including arrears, of 1200L; so that there should be a balance of 400L in favour of the company, without any further call, even upon the *present* shareholders; the *past*, therefore, may make their minds easy.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—T. SWINBURNE, South-square, Gray's-inn, Middlesex.—Improved mechanism for propelling, driving, and forcing purposes. July 20.

A. P. PRICE, 47, Lincoln's Inn-fields, Middlesex, consulting chemist.—Improvements in the manufacture of carbonate of ammonia, and in the utilisation of the product obtained in such manufacture. July 25.

E. SPICKER, 19, New Bridge-street, Blackfriars, London.—Improvements in compositions similar to gunpowder for blasting, for use in ordnance and fire-arms, and for other purposes. July 26.

W. BAKER, Colonel of Her Majesty's 10th Regiment of Hussars, at present stationed at Dublin, Ireland.—Improvements in applying and utilising water-power. July 29.

E. SABEL, Moorgate-street, London, gentleman.—Improvements in the manufacture of iron railings and girders. July 31.

LETTERS PATENT have been issued for the following:—W. KIRKAGE, 13, Gardener's-road, Victoria-park, surveyor.—An improvement in the manufacture of artificial stone for building and other purposes. Feb. 16.

W. CLAY, Liverpool, Lancaster, iron manufacturer.—An improved manufacture of iron forgings. March 8.

J. CLIFF, Wortley, near Leeds, Yorkshire, fire-brick manufacturer.—An improvement in the utilisation of the waste gases of blast-furnaces. Feb. 20.

LIST OF SPECIFICATIONS published during the week:—Hydrostatic rotary engine, 1s. 6d.; refining petroleum, &c., 4d.; raising liquids. 4d. L. DE FONTAINEMOREAU.

TRACTION CARRIAGE.—The specification of Messrs. Bernier and Godard Desmarets's invention (communicated to Mr. Henry, patent agent, Fleet-street) describes a steam-carrige, in which the motive-power, instead of being imparted to wheels, is transmitted by cranks to a set of legs, having an alternating, or rising and falling, motion, and bearing at their downstroke against the ground, rail, or surface to be travelled over, so that they propel the carriage in a manner somewhat similar to the action of the legs of a horse. An arrangement of rods, working in slotted brackets, and actuated in levers, is also described for bringing the legs in and out of action.

BOXING GLOVE.—The specification of Mr. Emanuel's patent (recently filed by Mr. Henry, patent agent, Fleet-street) relates to a glove which, instead of being padded with wool or like substance, as is usual, is inflated with air through a mouth-piece or tube, which is closed and opened as desired, and when opened the air is discharged and the glove contracted, so that it may be folded and packed. A cricket guard, made in compartments, and fitted with valves, so that it may be inflated in sections, is also described. A mouth-piece, consisting of a bent tube held by a tie-piece, is recommended.

TRADE MARKS.—The House of Lords lately affirmed the decision of Lord Chancellor Westbury (reversing the decree originally made by Vice-Chancellor Wood), in the case of the Leather Cloth Company (Limited) v. the American Leather Cloth Company (Limited), holding that the Court of Chancery is not to protect a person in the use of a trade mark which contains false or misleading representations concerning the character of the goods to which it is applied. Accordingly in this case, where the purchasers of a manufacturing business, and of the right to use a trade mark, adopted and continued the use of such trade mark, which contained the name of the firm from whom they purchased, and statements and representations which had ceased to be true as regarded the article they manufactured, the House of Lords held that they were not entitled to relief against an infringement of such trade mark.

PARTNERSHIP CAPITAL.—In the case of Cooke v. Benbow, it has been decided by the Lords Justices that the withdrawal by a partner of capital in order to pay his private debts is so far for the benefit of the other partners, as preventing the mischief that would arise from an execution against the partnership property, that in the absence of fraud no interest is payable to the other partners on account of the capital so withdrawn. It was observed by Lord Justice Knight Bruce that interest might, under some circumstances, be payable between partners on account of capital brought in or withdrawn, independently of express contract.

CORNISH PUMPING ENGINES.—The number of pumping engines reported for June is 33. They have consumed 2301 tons of coal, and lifted 16.6 million tons of water 10 fms. high. The average duty of the whole is, therefore, 48,600,000 lbs. lifted 1 ft. high, by the consumption of 112 lbs. of coal. The following engines have exceeded the average duty:—

Carn Brea—76 in.	Millions	50.5
Cook's Kitchen—50 in.	57.2	
Crane—70 in.	72.0	
Dolcoth—Harriet's 60 in.	49.2	
Great Work—Leeds' 60 in.	60.6	
New Rosewarne—Phillips' 65 in.	48.8	
North Wheal Croft—Trevenson's 80 in.	57.5	
South Wheal Frances—Marriott's 75 in.	53.0	
West Caradon—Elliot's 50 in.	54.9	
West Wheal Seton—Harvey's 85 in.	57.2	
West Chiverton—Hawke's 80 in.	49.0	
Wheal Ladock—Willcocks' 50 in.	58.0	
Wheal Margery—Weisley's 45 in.	57.1	
Wheal Seton—Tilly's 70 in.	66.3	
Wheal Tremayne—Michell's 60 in.	54.0	

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending August 13 was 12,669. 19s. 11d.

THE TREWYDIR SLATE AND SLAB COMPANY (LIMITED).

ISSUE OF PREFERENCE SHARES.

Original capital £30,000, in 3000 shares of £10 each, the whole of which have been taken up by a most influential proprietor. £5 per share only of the original capital has been hitherto called up. Additional capital, £20,000, empowered to be raised by resolution of the company. All holders of the additional capital paying up £10 in full per share, by instalments of £2 before the 1st proximo, £3 within one calendar month after, and £5 within three calendar months after allotment will be entitled to a preferential dividend of 2s. per share. Those paying £5 per share only will be entitled to a preferential dividend of 10s. per share.

Deposit £2 per share.

DIRECTORS.—JOSEPH JENNINGS, Esq., Langham-street, and Hawkhurst, Kent—CHAIRMAN. PAUL FOURDRINIER, Esq., stationer, Sherborne-lane, City. GEORGE LIDDETT, Esq. (George Liddett and Sons), Biller-street and Blackheath. Rev. OCTAVIUS F. OWEN, M.A., F.A.S., Director of the Washoe Company, Carlton Hill East, St. John's Wood. JOHN VANNER, Esq., Director of the City Bank, Coleman-street, and Stamford Hill. FREDK. YOUNG, Esq. (Young, Dawson, and Co.), Limehouse, and Cobham, Surrey.

This quarry is situated a few miles to the north-west of the well-known and eminently successful quarries of which Lord Palmerston is the principal owner.

The vein which is now being worked can be traced on the surface for a distance of nearly 800 yards. Its colour is greenish-grey, and is of high value for all purposes, and cannot be exceeded for durability and work.

The slate from this quarry is well known, and from its very superior quality continues to increase every year in public estimation.

The average size of the roofing-slates is unusually large.

Valuable sawing machinery has been erected, and is in full work, with an unfailing water-power.

Engineers' reports may be seen and information obtained at the office, 28, St. Swithin's-lane, King William-street, E.C.

One-half only of the additional capital is offered to the public. Prospectsheets and forms of application for shares may be obtained of the secretary, at the offices of the company.

THE EAST ALDERLEY EDGE MINE (LIMITED).

Completely incorporated under the Companies Act, 1862, with liability expressly limited, by guarantee, to £1 per share beyond the amount thereof.

Divided into 1200 shares.

10s. deposit on application, £2 10s. on allotment, and £2 one month after allotment. 700 shares having been privately subscribed for, only 800 remain for allotment.

The allotment will not take place until every share is subscribed for.

THIS COMPANY SECURES THE FOLLOWING ADVANTAGES TO SHAREHOLDERS.

Power to raise the capital until the company's mine is developed.

Power of shareholders at any time to relinquish their shares on payment of all calls previously made.

Full freedom of shareholders from all personal and individual liability whatever for the debts of the company, for which no shareholder can be sued; the creditors' only remedy, in the event of the failure of the company's assets, being to wind it up, when each shareholder's liability is distinctly limited to £1 for every share held by him and the amount unpaid on his shares, more than which he cannot in any event be called upon to contribute.

Calls to be made to the shareholders in general meeting, and general meetings to be called, and a statement of the assets and liabilities, duly audited, to be forwarded to each shareholder every three months, thereby giving every shareholder direct power in the management.

BANKERS—Alliance Bank (Limited), London and Manchester.

SOLICITOR—A. Pulteney, Esq., 31, Threadneedle-street, London.

FINANCIAL AGENTS—Messrs. Harvey and Co., Clarence Chambers, Manchester.

SUPERINTENDING ENGINEER—Mr. Stephen Osborne, Manager of Alderley Edge Mine.

AUDITORS—W. J. White, Esq., accountant, 38, King-street, Cheapside, London.

Messrs. Vaughan and Sprigg, accountants, Princes-street, Manchester.

SECRETARY—Mr. Charles Gibson.

OFFICES—ALDINE CHAMBERS, PRINCES STREET, MANCHESTER.

The East Alderley Edge or Mottram Copper Mine adjoins the celebrated Alderley Edge Mine. The latter has more than repaid to the shareholders the amount they have paid on their shares, which, with £10 paid, have realised as much as £50 per share, whilst the mine returns upwards of £20,000 of copper, lead, and cobalt annually.

The copper is found in cuprous sandstone, in layers of 30 ft. and upwards in width, and 60 ft. and upwards in depth, which are literally quarried away and carried to the crushers. The copper is then precipitated from the crushed ore by means of hydrochloric acid.

The precipitated copper thus obtained realises £70 per ton.

So economical is the process that all ore producing above 1 per cent. pays profits.

It must be seen by the most casual observer how successfully the operations are conducted at the Alderley Edge, and inasmuch as the East Alderley Edge has been proved to have similar layers of ore in every respect to those of Alderley Edge, it is undoubtedly that it only requires capital to render it in every way a worthy competitor to the success of its near neighbour.

The East Alderley Edge Mine is within two miles of the station on the London and North-Western Railway, has been considerably developed, and is well supplied with plant and machinery to carry on its operations. It has made returns of 5 tons of copper precipitate per month. It has already sold about £15,000 worth of copper, lead, and cobalt.

The ore is of a richer quality than that of Alderley Edge.

The object of the formation of this company is to enable additional capital to be raised, for the purpose of erecting a pumping-engine (in consequence of the great influx of water, which is generally a sure sign of a large deposit of ore), and extending the operations at the mine, by sinking the shaft to meet the ore in depth. This late proprietors were unable to carry out satisfactorily, owing to the death of the proprietor of one-fourth of the concern, and the disinclination of his representatives to embark in mining operations.

The amount of capital proposed to be raised in the first instance will pay £1350 for the purchase of the leases of the mine, plant, steam-engines, tramways, wagons, and machinery, as per list attached to the report in the prospectus, which has been acquired on most favourable terms, and give the company sufficient capital to commence operations with.

It will be observed that the company is taking to a mine which is at the present time in operation.

The company have been fortunate in securing the services of the manager of Alderley Edge Mine to direct its operations; and attention is directed to his favourable report attached to the prospectus.

The directors wish to call the attention of intending shareholders to the favourable nature in the incorporation, which, giving them direct power in the management, must be singularly successful in carrying on the operations of the company.

The Articles of Association can be seen at the offices of the various officers of the company, who will forward copies on prepayment of fourteen postage-stamps. They contain no unusual clauses, but are framed for the purpose of giving the shareholders full power in the company. Any ten shareholders, holding 100 shares between them, may require the convening of a meeting of the company. Any shareholder, on giving five days' notice, may propose any resolution whatever at a meeting; and the renunciation of the directors is left to the company in meeting, &c., &c. The business of the company has power to transact is set forth in the Memorandum of Association.

So many subscriptions have been promised that an early application for shares should be made, as the list will be closed very shortly, to enable the directors to give every applicant an allotment.

Prospectuses, forms of application for shares, and every information can be obtained of the financial agents, solicitor, secretary, or at the company's offices.

REPORT OF MR. S. OSBORNE, MANAGER OF ALDERLEY EDGE MINE.

The East Alderley Edge sett, extending over half a mile in length from east to west, by about the same in breadth, and in close proximity to the Alderley Edge, where mining is being carried on so successfully, presents a good field for an extensive mining enterprise. Within the limits of this property three known east and west lodes exist. From the middle and north lodes 111 tons of metallic copper ore, 50 tons of lead, and several £100 worth of nickel and cobalt have been sold by the present company. About 10 tons, below, form a bed of red micaceous sandstone was met with, similar to the one overlying the cuprous sand at Alderley Edge, and which at no time at either place has been found congenial for copper. In order to go through this bed, a line of flat-rods was attached to the engine (18-in. cylinder) to pump the water, and a shaft sunk to the depth of 30 fms. below the surface—in the last 2 fms. sinking a perceptible but gradual change was visible, the sandstone becoming more compact and of whiter description, containing stones of oxide of copper. At this point sinking was suspended, owing to the engine not being sufficiently powerful (in addition to crushing and drawing) to keep the water, and a cross-cut driven to intersect the north lode, where it was found upwards of 5 ft. wide, carrying a well-defined wall, with every indication of yielding large quantities of mineral after having passed through the red sandstone. To open this mine speedily and effectively, a 40-horse power engine should be erected, and the shaft sunk until meeting with the cuprous sand; a cross-cut then driven to intersect the lodes east and west. I have no doubt, be attended with the most satisfactory results. Between the middle and south lode is a piece of virgin ground, 30 fms. wide (cuprous sandstone), standing unexplored, the value of which should be probed during the erection of the engine; also the lodes to the west, where I am confident the copper is still to be found. Taking into consideration the number of parallel lodes in this sett, their former productiveness in passing through the cuprous sand, the rich quality of the ore generally, and the position of the mine in relation to the Alderley Edge, I have no hesitation in again expressing my belief that, with energetic and extensive prosecution of the different lodes, both in depth and east and west extent, success will be the result. The machinery and materials now at the mine consist of 18-in. cylinder engine, with boilers complete; crusher, 12 heads of stamps, 7½-in. pump, complete; 90 guita-percha carbons; 68 fms. flat-rods; 700 fms. 1-in. railway iron; 8 tram-wagons; 5 stone and 10 wooden precipitating trucks; dressing-tubs, buddles, and other dressing machinery; ladders, windlasses, chain, rope, miners tools, &c.

FORM OF APPLICATION FOR SHARES.

(To the Directors of the East Alderley Edge Mine, Limited.)

GENTLEMEN.—Having paid to your credit, at the Alliance Bank (Limited), the sum of £100, being a deposit of 10s. per share on shares in the above company, I request that you will allot me such number of shares, for which, or any smaller number that may be allotted to me, I hereby agree to become a member of the company, subject to the Articles of Association; and I authorise you to enter my name in the register of members accordingly.

Name in full..... Residence.....

Date..... Profession or business.....

Compensation has been paid for 10,000 claims.

£1000 in case of Death, or £5 per week laid up by Injury, secured by

Annual Payment of

about this time of the year, when there was a good demand. They offered to return to work if he dismissed the overman, which he declined. Another colliery manager and a surveyor had examined the colliery, with a like result. The Government Inspector had not been at Carway for two years. The magistrates decided to adjourn the case until the Government Inspector examined the colliery. Since then Mr. T. E. Wales has visited the colliery, and the result of his inspection was, to a certain extent, to confirm the allegations of the men. The summonses against the latter have, in consequence, been dismissed.

The Gloucester Wagon Company (Limited) have issued their report for the last half-year, and a dividend is recommended, which, with the interim dividend declared for the previous half-year, will make 10 per cent. for the year ending June 30 last. A proposal will be made at the half-yearly meeting to increase the capital, in order to meet the daily increasing demand for wagons.

An important enterprise, connected with the development of the coal trade of South Wales, has just been incorporated—the Channel Steamship Company—with a capital of 240,000*l.*, in shares of 15*l.* each, has issued its prospectus, and the project is very favourably looked upon by those connected with this district. The way in which coals are at present carried to Liverpool is, without doubt, objectionable, and if the company fulfil their promises, it will be a great boon. It is mentioned, and with great truth, that the carrying trade between ports within a moderate distance of each other is rapidly changing from sailing vessels to steamers, and has proved highly remunerative to the owners of the latter description of vessels. One of the objects of the Channel Steamship Company will be to establish a line of screw-steamer, built of iron, of the most approved model, for the conveyance of cargoes in bulk, such as coals, between the coal ports of South Wales and Liverpool, and elsewhere, as early as the necessary arrangements, similar to those in London, can be made for ensuring dispatch in the discharge, so as to meet the requirements of the numerous ocean-going steamers frequenting this and other ports. The shipment of coals from South Wales is at present a very large and increasing trade, and when all the ocean steamship companies now organised are fairly under way, the quantity required in Liverpool will be enormous. The successes achieved by the General Iron Screw Collier Company, and the benefit it has conferred upon the Northern coal trade, is well known, and there is no reason why South Wales should not be equally benefited.

THE COPPER SMOKE QUESTION.—Messrs. Vivian and Sons have determined on adopting the patent of a German chemist to utilise the obnoxious copper smoke, and gigantic works and furnaces are now being erected in order to carry out the invention. Mr. H. H. Vivian, M.P., stated publicly, a few days since, that he considered the invention one of the greatest discoveries of modern times, and he hoped, before long, to be able to manufacture 1000 tons per week of sulphuric acid from copper smoke. The matter will be again referred to.

The arrivals at Swansea include—The Adelaide, from Aveiro, with 160 tons of copper ore, for Richardson and Co. The Heron, from Gergent, with 205 tons of sulphur, for Beynon and Son. The Havre, from Havre, with 250 tons of iron ore, for H. Bath and Sons. The Vencedora, from Huasco, with 680 tons of copper regulus, for H. Bath and Sons. The Angelique, from Reguejada, with 120 tons of zinc ore, for H. Bath and Sons. The Janthe, from Caldes, with 74 tons of copper regulus (in bulk), 184 tons of copper regulus (in bags), 53 tons of copper ore, 292 tons of silver ore, for H. Bath and Sons. The Harwich, from Wallaroo, with 600 tons of copper ore, for Richardson and Co. The Joseph Hippolite, from Nantes, with 80 tons of iron ore, for S. G. Homfray. The Georgiana Grenfell, from Cuba, with 630 tons of copper ore, for Richardson and Co. The Pembroke Castle, from Guayanacan, with 560 tons of unwrought copper (in pigs), 20 tons of copper regulus, 7 tons of silver ore, and 18 cases of lapiz-lazuli, for H. Bath and Sons. The Jean Baptiste, from Rodan, with 108 tons of iron ore, for Walters. The Arabella, from Almiera, with 180 tons of copper ore, for Elford and Co. The Sanchez Bega, from Coquimbo, with 509 tons of copper ore, and 50 tons of bar copper, for Elford and Co. The Prince Regent, from Wallaroo, with 630 tons of copper ore, for Richardson and Co. The Beta, from Taitai, with 722 tons of copper regulus, for H. Bath and Sons.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

AUG. 17.—It is satisfactory to learn that a steady increase is taking place in the demand for most descriptions of manufactured iron, and the reports from the various iron-producing districts in these counties confirm this view. We hear more favourable reports from America of an earlier re-adjustment of affairs, and there is a substantial increase in the orders from the States. The rates for iron are firm, and there is a greater absence of speculative purchases than was the case a few weeks ago. Railway iron is in good request, and the bulk of the contracts for new lines which were sanctioned by Parliament last October are let, and in active progress. The trade in the Middlesbrough district is actively increasing, and the present year will see many of the new works in full operation. The new ironworks of Messrs. Lloyd and Co., of Middlesbrough, were opened on Tuesday; they are very extensive, and cover no less than 25 acres of ground. They consist of four blast-furnaces, calcining-kilns, offices, &c., and a most substantial plant. Every point has been studied with regard to the transit of the material, and the railway company are offering liberal arrangements for the conveyance of mineral, &c. The furnaces were "tapped" by Mrs. Lloyd, and after this ceremony had been concluded, a large number of gentlemen connected with the iron trade sat down in the principal office to a first-class luncheon. Amongst the guests were Mr. J. W. Pease, M.P.; Mr. J. C. Hopkins, and Mr. Gjers, the architect of the works. The health of Mr. Lloyd and success to the works was drunk most cordially, and the speakers were very enthusiastic as to the future prospects of the Middlesbrough iron trade.

The Coal Trade is making satisfactory improvement, and no doubt exists that, as stocks are unusually small, the autumn and winter trade will be remarkably brisk.

The Government Mine Inspector of this District, Mr. Thomas Evans, has made the following return of collieries and their produce under his inspection:—

	No. of Collieries.	Produce—Tons.
DERBYSHIRE—Chesterfield	78	
" Alfreton	31	
" Ripley	10	
" Belper	1	
" Buxton and Glossop	5	4,470,750
" Stockport	6	
" Ilkeston	14	
" Burton-on-Trent	9	
NOTTINGHAMSHIRE	21	796,700
WARWICKSHIRE	18	754,000
LEICESTERSHIRE	10	890,500
Total of the above counties	201	Tons 6,911,950

The Inspector for Yorkshire, Mr. Charles Morton, has made the following return:—

	No. of Collieries.	Produce—Tons.
Barnsley	42	1,435,000
Bradford	52	1,425,000
Halifax	33	430,500
Huddersfield	39	317,500
Leeds	102	2,120,000
Normanton	4	
Rotherham	23	461,000
Sheffield	28	975,500
Wakefield	45	1,125,000
Bingley	6	
Dewsbury	25	
Holmfirth	8	
Keighley	1	
Penistone	6	
Pontefract	5	
Saddleworth and Settle	3	520,000
Total produce of Yorkshire	422	Tons 8,809,600

The Midland Railway shareholders held their half-yearly meeting on Wednesday, and there was some dissatisfaction because the dividend was smaller than at the corresponding half of last year by $\frac{1}{2}$ per cent. The Chairman attributed this diminution to the strikes in the coal and iron trades, which had robbed their mineral traffic to an alarming extent. This explanation appeared to be satisfactory, and the dividend was accepted.

The Mill Dam Mining Company (lead) has declared another dividend of 5*s.* per share out of the profits of the last two measures. Last Thursday the ore, computed at 80 tons, was sold to the usual buyers at 12*l.* 7*s.* 6*d.* per ton; the profit upon this sale will be over 500*l.* The mine would appear to be doing well, but the shares are still quoted only at par in the Share List. In the local stock markets there has been a more buoyant feeling, and more business has been done, particularly in railway stock. The traffic of the past week show a satisfactory increase as regards the principal lines. The London and North-Western is nearly 7000*l.*

At the Rochdale Property and General Finance Company first annual meeting (Mr. Handley in the chair) the directors declared a dividend of 10 per cent., leaving a balance equal to 14 per cent. to be placed in reserve. The accounts up to June 30 showed that, after paying the current and one-fifth of the formation expenses, and providing for the rebate of interest on mortgages, bills, &c., not yet matured, there remained for disposal a sum equal to over 24 per cent. Mr. David Butterworth, cotton spinner and manufacturer, Bridge Mills, near Whitworth, was elected to fill the vacant seat on the board of directors. Mr. James Fletcher re-appointed auditor, and Mr. Abn. Shepherd his colleague, for the ensuing year.

MERSEY STEEL AND IRON COMPANY (LIMITED).—The first meeting of shareholders was held at Liverpool, on Wednesday. Mr. T. B. Horsfall, M.P. (the Chairman) regretted that the dividend would only be 6 per cent., which was owing to the unprecedented dullness of the iron trade during the past six months; in fact, that trade had not been so bad for the last 20 years, but he trusted they had seen the worst. In answer to Mr. Cunningham, Mr. Clay, the managing director, said the new Bessemer Works would cost 28,000*l.*, being 2000*l.* below the estimate. Of this amount 20,000*l.* had already been spent, and they were now erecting a new forge at a cost of 6000*l.*, and sinking a well at the cost of 2000*l.*, as they had hitherto had to pay 800*l.* a year for water.

METALLIC MINING AND QUARRYING IN WALES.

[FROM OUR OWN CORRESPONDENT.]

AUG. 15.—I have already described the general position of the TALARGOCH MINES, lying at the head of the great limestone range of North Wales. It is well worth noting that the geological position of these mines is very similar to that of Minera, both being at the head of great limestone ranges, both being thrown down by faults into connection with the upper measures of the Carboniferous series, and both being essentially different in their geological relations from the general run of the veins in the regular-dipping, unbroken, carboniferous limestone. In Talargoch, indeed, it is impossible to trace any regular succession in the beds, although there is a general dip north; and even in Minera, although the lower (white limestone) measures may be traced persistently over the bluestone, it is very difficult to trace any sequence in the upper measures, particularly with the North Vein. As the directors of Minera Mine have, with great liberality, opened their mine to my inspection, I shall be in a position, on an early occasion, to lay all these matters, together with a full description of these remarkable mines, before your readers.

The Talargoch main vein bears from 20° to 25° north of east, underlying north at an angle of about 18° (2 ft. in a fathom). The deepest shaft (Mostyn's) is in the eastern part of the mine, and is down 270 yards below surface. The Main engine-shaft, which is near the office and principal buildings of the mines, is 180 yards west, and is down to the 220 yard level below surface. The most western shaft in the mines (Clive's shaft), which is about 450 yards again west of the Main engine-shaft, is now in course of sinking below the 180 to the 250—a lift of 70 yards—and is down to about the depth of 235 yards. All the shafts are vertical, and Mostyn's shaft and the Main engine-shaft are sunk in connection with the Main vein, Mostyn's shaft crossing that vein at the depth of 220 yards, and the Main engine-shaft crossing it at the 120. Clive's shaft is sunk in connection with south veins, but cross-cuts have been driven from it north to the main vein, and I believe it is again contemplated to drive it to the 250, at which level the length of the cross-cut will be 224 yards. On the Main engine-shaft there is an 80-inch engine, working three poles—21-in., 21½-in., 21½-in., 21½-in., and one 22-in. bucket. At Clive's shaft there is a 100-in. engine working two 24-in. poles, one 26-inch pole, and one 24½-in. bucket in sinking. At Mostyn's shaft the water is raised from the 270 to the 180 by a 6-in. pole, worked by a 36-inch condensing beam engine, which also winds and crushes at that shaft.

The deepest level all through the mine is the 180. The 220 has been driven from the Main engine-shaft 60 yards west and 45 yards east, and from Mostyn's shaft 40 yards east and 180 yards west, leaving about 600 yards still to drive to communicate this level between the two shafts. The 240 has been driven 40 yards west and 65 yards east of Mostyn's; and from this shaft the vein has also been cross-cut to a distance of 16 yards, in the 270, and opened on about 5 yards west. To obviate the inconvenience of these cross-cuts of increasing length, it is now intended to bring down Mostyn's shaft on the vein from where it intersects it in the 220 to the 270, and thence to continue sinking on the vein.

In the eastern end of the mine, at Mostyn's shaft, the vein is entirely cut off by great bodies of black lustrous shale. Upwards (at least until it comes into the gravel beds, which I shall describe on another occasion) this shaft is entirely in shale to 9 yards under the 180; and all the eastern levels are driven to it except the two bottom ones—the 240 and the 270. The 220 reached the shale in 40 yards driving, but the 240, although driven 65 yards, has not yet intersected it; hence it is hoped and expected that the shale forms merely a trough, and will ultimately entirely disappear in the lower levels. In the western part of the mine, about 220 yards west of the Main engine-shaft, the 180 yard level gets out of the vein, the level keeping too far south for the vein, which keeps on north, but in unproductive measures where it ultimately dips out. In this driving southward the level crosses several feeder veins, the principal of which, called the South, or Coke Hole, joint, was very rich in the 180 about four years ago, making at places a solid rib of ore 3 feet wide for 30 yards long; indeed, in some places this vein made 7 ft. wide of solid ore. About 260 yards west of shaft the 180 comes entirely into shale, ending the workings in this direction; but as, similar to what occurs in the eastern part of the mine, the shale here seems also to have a trough-like form, it is expected that the bearing ground will lengthen in the deeper levels.

Throughout the whole of this length the main vein generally maintains its great size, averaging, I should say, fully 6 feet wide, but reaching upwards of 20 ft. in many places. In general character it is not at all unlike the Minera main vein, although it is, probably, much more bunched. When it does make ore, however, it generally makes rich; indeed, when I look through my notes of the value of the pitches working I am astonished at the high average they make. The best part of the mine on the main vein is at present in the eastern part of the mine, near Mostyn's shaft. The 230, west of Mostyn's (which I have stated to be driven 180 yards from shaft) has now got a splendid lode in the end, from 2 to 3 ft. wide, of solid lead, worth 8 or 10 tons per fm. For the first 120 yards of driving from the shaft this level was very poor, but at this point ore commenced, and has continued for a distance of 60 yards, to the present end, through a lode which will, probably, average 6 tons per fm. Above the 220 this ore has been worked up about 10 or 12 yards, where it becomes poorer. The 220, east of Mostyn's, has been driven, as I have stated, to the shale, which cuts off the vein; but about 12 yards behind the end a sump is sunk in a fine course of ore, worth in places 8 or 10 tons per fm., which made back to within about 5 yards of Mostyn's shaft. This is, probably, the same bunch of ore that was met with in the 240, east of Mostyn's, where a fine course of ore was met with 45 yards of driving from the shaft, worth, probably, 6 or 8 tons per fm. This 240 end is now poor, and has been so for 40 yards.

The most important feature in Talargoch at present, however, is the newly-discovered north lode, called Panton's vein, which was discovered in a 180 cross-cut, driven 200 yards north from the Main vein, about 250 yards east of the Main engine-shaft. This, on the whole, is as fine a looking lode as it has ever been my lot to see. It is not such a large lode as the Main vein, but it seems much more mineralised, full of brown blonde, and more like the Minera main vein than anything I have seen elsewhere. It has only been opened on 71 yards west and 20 yards east—a little over 90 yards in all—but in this length it has made a fine run of ore ground, worth in places 6 to 8 tons per fm., although the ends have now fallen off. The end west has now a lode from 4 to 5 feet wide, composed of carbonate of lime, of that peculiar white-sugary aspect so common in Minera, brown blonde, and good stones of ore—a beautifully promising, although not for the moment a rich lode. In the end east the vein is 3 feet wide, but poor. Altogether, however, for the extent of ground opened on, and for its general appearances, it is difficult to imagine a more promising lode than that Panton's vein.

[Want of space obliges me on the present occasion to postpone a detailed description of the workings of this mine, as well as of the extraordinary deposit of drift by which the veins are found to be overlaid, and which, in some places, makes such remarkable deposits of lead ore.]

I notice the letters of Mr. William Martin and Mr. George Darlington on the Mold Consolidated Mines. My propositions with regard to these mines were—1. That, although a good speculation, they are a very heavy concern.—2. That the experience of such concerns shows that they cannot, with any reasonable chance of success, be taken in hand by the ordinary run of second or third-rate mining speculators.

Now, in the first place, with regard to the re-working of heavy old mines generally—what is our experience respecting them? I venture to say, that in the whole course of human affairs, it is impossible to find any history more disastrous. Take Cornwall, the country of deep mining *par excellence*, and let us see what our experience there is. Since the great success of the Consolidated and United Mines—re-opened upwards of 40 years ago—it is a fact patent to all that not a single heavy old mine has been successfully re-opened. The history of all such mines is a history of unrelieved and uniform failure, waste, and disaster. Old Great Fortune, Old Wheal Vor, Great Alfred, Tywarnhaile, Polberro, and Great Crinnis, are names that at once suggest themselves—although there are very many others—and the edifice seems now likely to be crowned by the name of Crever and Wheal Abraham. In Cornwall the fortunes that have been realised have all been made from new ground, or from easy shallow mines, that were capable of being opened out at a trifling cost—such as Wheal Buller, Wheal Basset, East Wheal Rose, South Caradon, and Devon Consols. In Wales our experience, as far as it goes, is exactly similar; for against a pretty heavy list of failures we have but one success, and that is Minera, which is the only really heavy old mine that has ever been reopened with success in Wales. As against the good luck of Minera I could quote a list of failures during the last 30 years, showing an aggregate loss, in attempting to re-work heavy old mines, of upwards of 5,000,000*l.* In

the face of these facts, which no ingenuity can explain away, it is surprising that mines of this class are in grave disfavour with all sensible mining enterprise in England; but what we want is to have new ground opened. In no part of the kingdom is there greater scope for this than in Flintshire, where there are miles of country, in the productive parallel, which no good has been done in this country during the last 25 years has been done in new ground; but as yet not 1-20th part of the metallic-bearing district has been tried. Even Mr. Martin's own experience might have shown him this; for which is in the best position—Glan Alun, opened out in new ground, or Trelogan, the heavy old mine? My opinion—and mind you, my opinion is only the reflection of the prevailing opinion of the mining districts—is that, barring very exceptional cases, and with very exceptional people, the spending of large sums of money on heavy old mines is a profound mistake, and one that does infinite injury to metallic mining. All such enterprises seem to be based on the hypothesis that the old miners were fools, and left great courses of ore behind. The story is always the same, and always turns out to be equally fallacious. In real truth, new courses of ore have always to be discovered, and the discovery of new courses of ore in an old mine is just as great a speculation as their discovery in a promising new piece of ground, but with this immense disadvantage, that you have to spend from 50,000*l.* to 100,000*l.* to put yourself in the same position as you would be in to start with at some water and drawing stuff from an increased depth, and with all kinds of increased difficulties. Of course, there are people who will tell you that such and such an old mine is "quite out of the category of speculative ventures"—to use the words of the Mold Consolidated prospectus. But need I say that the old miners were fools, and left great courses of ore behind?

I repeat here what I stated the week before last—that I believe the Cat Hole and Gwern-y-Mynydd Mines to be a fair speculation. Of course, I derive my information from hearsay, precisely the same as does Mr. Darlington and all other persons who have reported on the mine. As I said before, I shall, at a future time, have occasion to show what are the conditions, with regard to water, that these, taken in connection with all the other deep mines in the Flintshire range, are likely to have to struggle with as they follow the dip of the bearing measures under the overlying rocks.

This is not a question of the past, or even of the present, but of the future. In Flintshire, in such measures as Gwern-y-Mynydd is worked, for every 100 fathoms you deepen your mine your ore ground shoots away upwards of three-quarters of a mile to the east. The water you get westward is no criterion of the water you get eastward, towards which the mines must go, if they are worked. This dip of the bearing measures, which causes them to shoot a mile east for every increase of 125 fathoms in depth is, in itself, an immense practical difficulty in the working of mines in this district, as may be readily appreciated in Maes-y-Safn. In Minera, the great—indeed, I may say the whole—value of the mine is due to the effects of this dip being corrected by a series of up-thrown faults, which repeat the same bearing measures over and over again north; and, on the whole, I do not think it is any exaggeration to say that a shoot of ore dipping away 1 in 7 is scarcely worth half what it would be worth if it continued nearly downright. But if this dip is a difficulty in opening and working your ore ground, it is a still greater difficulty with respect to the water, for you are continually drifting off into an unknown country, where any day you may cut a joint that will let down a sea of water. Of any class of strata known, the limestone is notoriously the most dangerous for suddenly letting down immense bodies of water through great distances. Look at the Milwyr Mines, and hosts of other instances; and look even at a recent similar occurrence, on a small scale, at Maes-y-Safn. In most metallic mining districts there is no very great increase of water after a certain depth, but in Flintshire you never get your water until you do get deep. In most metallic mining districts great barriers are kept, in the shape of cross-courses or otherwise, which, in consequence of the courses of ore going nearly downright, need not be cut through; but in Flintshire you must, if you continue your mine, keep constantly going forward at the rate of 7 yards for every 1 yard you sink, and, in so doing, experience shows that you run the daily risk of cutting joints and letting down fresh water. I think, in a district of this kind, it is a matter of very great moment to look to the water that lies in your neighbouring mine, and that, consequently, the existence of such an old mine as Pant-y-Mwyn, even within the distance stated by Mr. G. Darlington, suggests very serious considerations for the future of a mine which must, for mere existence sake, keep pushing forward into a new country, where the cutting of a joint may any day bring its workings into communication with these great seas of water. With regard to Mr. Darlington's question as to Maes-y-Safn, it happens to be very *mal à propos*, for recently a joint has been cut in that mine which has let down a very

expenses in the sale of large estates has been considerable, has recently been also succeeded in the disposal of some extensive properties in the Swansea district, and is now engaged in preparing the preliminaries for bringing before the public several important estates in the counties of Carmarthen and Pembroke.—*Swansea and Glamorgan Herald.*

DUBLIN EXHIBITION—No. II.

There is, perhaps, nothing in the Machinery Department of the Exhibition which attracts more attention from engineers than a number of rail-way fastenings, for which Mr. G. E. Dering, of Lockleys, Welwyn, Herts, is the patentee. These fastenings are quite different from all others hitherto used, and consist of a spring-clip, fish-joint, spring-key, and spring-trein, all of tempered steel. The first-named, the spring-clip joint, is in one entire piece, and does not require either bolts or nuts to be used with it, whereas the ordinary fish-joint is composed of 10 or 14 separate parts, including nuts and bolts. Mr. Dering's clip-joint is, moreover, readily put on, and wearing or loosening is immediately repaired by the internal tendency of the clip itself to collapse. The spring-key is an admirable substitute for the present wooden one. It appears to hold the rail very firmly, and is not, it seems, affected either by vibration or hygrometric changes; and the last-named, the spring-trein, is intended to supersede the wooden trenails and iron spikes. The trenail, like the spring-key just alluded to, has an expanding tendency, and keeps a very firm hold. The weather, it is stated, has no effect upon it, neither can it be loosened by vibration, nor is it liable to be broken by the tangential strain at curves. These fastenings have, it appears, been already tried successfully, both in the United Kingdom and on the Continent; and, amongst other lines, in the Great Northern of England, where, it appears they have been severely tested—at Hatfield and Welwyn. The Great Southern and Western of Ireland have also ordered a quantity, and some other Irish lines are likewise about to try them. It may be also worthy of remark that when a double-headed rail is used the clip, or key, keeps the under part of the rail uninjured and intact while the upper portion is being run over. The importance of this is manifest, and the French railway engineers have been for some time looking out for an arrangement which would give this very material advantage. Representatives from the French, as well as from the Spanish and Prussian, Governments have shown a special interest in these fastenings, and those from the two latter Governments have volunteered to pay for models for their respective countries.

Of the continental nations Prussia, without doubt, ranks foremost in regard to contributions to the Machinery Department; and first comes Messrs. Krupp, of Essen, Rhenish Prussia, who are said to employ in their magnificent steel-works about 10,000 hands. Their principal contributions are two powerful cast-steel guns, one of which is of the same kind as those used in the recent war with Denmark. A beautiful pair of plate-wheels for railways, made of cast-steel, are also exhibited by them, as well as some excellent pieces of steel rail, showing great temper and finish. The Hörder Bergwerks und Hütten Verein, Hörde, Westphalia, show two padded steel rails manufactured by them, which have been in constant wear for the past 11 years, during which the weight of trains and goods which passed over them exceeded 123 millions of tons, and the rails do not appear to be at all affected by the wear and tear which they have undergone, proving clearly, for one thing at least, the great advantage of steel over iron rails, under certain circumstances. The same company exhibit also some fine specimens of railway wheels, showing the various stages of improvement in the development of the plate-wheel system, now almost universally adopted in Germany, and a few remarks on the subject may prove interesting. Up to about eight years ago the wheels then used were generally constructed upon Losh's system—spoke wheels, with cast-iron nave. These, however, were considered objectionable, on account of the liability of the separate parts to loosen, and the want of general stability, and they were in consequence superseded by the plate-wheels. One of the latter is accordingly shown, belonging to the first or transition period in the plate-wheel system. In this wheel the nave is of cast-iron, the rim riveted to the disc, and the tyre shrunk on. This arrangement, however, was still open to the defect of the spoke-wheels—the loosening of the nave; and the next step in the improvement of the system was combining the disc and nave in one entire and continuous piece of wrought-iron, by which means the objection of the loosening of the nave was finally and completely disposed of. Improvement, however, did not stop here. It will be observed that at this stage the wheel was composed of three different parts—disc, rim, and tyre, the nave, as before stated, having been amalgamated in the disc. This arrangement, however, was still only less liable than the previous one to an eventual loosening or separation of the parts, and the next step was to do away with the riveted rim, which was endeavoured to be effected by bending round the plate itself, at its periphery, so as to form a rim. An example of this class of wheel is likewise shown; but, although partial success was attained, there was still the defect that after long use, and when the tyres had been several times newly turned and rendered rather thin thereby, the stability of the wheel was seriously injured, if not entirely destroyed, and the tyre besides made liable to get loose any moment. To meet this difficulty, then, came the expedient of welding disc and rim together in a die under the steam-hammer, the tyre being shrunk on as before; by this plan a wheel was formed consisting of two parts only, instead of three, and due provision was made for a complete wearing out of the tyre, without affecting the stability of the wheel. But even this alteration, important as it was, did not give sufficient satisfaction, as there was still the chance of the tyre loosening, and it was ultimately determined to weld all the parts (nave, disc, rim, and tyre) together, so as to form one entire piece, by which means a wheel has been produced both stronger and lighter than under the previous arrangements; for, although at present only the tyres consist of cast-steel, the wheels are said to possess the same durability as if they were wholly made of the same material as the use of wrought-iron for the disc, the part of the wheel least taxed cannot affect either the wear or strength; and the arrangement possesses, besides the twofold advantage of rendering the wheel both lighter and less expensive than if entirely made of cast-steel, as Krupp's plate-wheels are. For lines having a heavy goods or mineral traffic these plate-wheels would very likely prove most serviceable; and, as to their great durability, an axle with wheels attached is shown, which, it appears, has been for a considerable period in use on the Rhenish Railway, a distance equal to 106,651 English miles having been travelled, and neither the tyre nor any other part having been changed during the period. Both these wheels and axles appear very little affected, and the Hörder Company, it is stated, obtained them from the railway directors to whom they belonged, for the purpose of producing them as specimens at the Exhibition.

MINERS' ASSOCIATION OF CORNWALL AND DEVONSHIRE.—On Monday last the members of the Camborne and St. Day classes of the Miners' Association met at Portreath. Here they were joined by the Rev. Salter Rogers, and other members of the Council. An examination of the coast sections, cross-courses, and jointed structure of the rocks, was made under the guidance of Dr. C. Le Neve Foster and Mr. Robert Hunt, F.R.S. The former gentleman also explained to the members of the classes the system which should be adopted in making a survey of the country, with especial reference to its mineral character. This field meeting, the first held by the Association this year, passed off most satisfactorily, and it was arranged that the next should take place at St. Agnes Beacon, when the remarkable mineral localities of Huel Coates, of the clay and sand deposits, and the mineral localities of that district will be made the subject of examination.

NEW AMERICAN FURNACE.—A patent for an improved iron-making furnace has just been issued to Horace Boardman, which consists in the construction of a smelting or reducing fire in combination with a gas or combustion chamber, with tuyeres for admitting atmospheric air, and provided with openings in the division wall between the reducing fire and a gas or combustion chamber, so arranged as to permit the ignited gases at a high temperature to act during fire; the gases being at the same time aided in their passage through the openings in the division wall in the upper portion of the reducing fire by means of a steam-jet or any equivalent device, of which there are many, to effect this result. It also consists in combining this smelting or reducing fire with a reverberatory furnace and a balling furnace, so that the converted ore, in a metallic state, can be separated from the cinder or slag, and be balled ready for the shingling hammer, while the escaping gases from the grate of the reverberatory furnace, having been applied to heat the balling furnace, are conveyed to the gas-chamber, and after receiving a second portion of oxygen are made to act in melting and deoxidizing the ore, thus greatly reducing both the consumption of fuel and the labour in the process of making wrought-iron.—*Amer. Artisan.*

AMERICAN SECURITIES.—With reference to the market for these securities, Mr. E. F. Satherwaite reports—“We have to report a very considerable number in American securities in the London market during the past week, confined almost entirely to United States 5-20 bonds, Illinois, and Erie shares. United States 5-20's have fluctuated between 67 to 65, until to-day, when an active demand sprung up for the Continent, and they improved to 65%. Erie shares have been steadily declining, from 65 to 64, and are now 63%. Illinois remain steady. A large business has been done in Atlantic and Great Western. Eight per cent. Debentures from 85 1/2 to 86 1/2%. Philadelphia Price Current.”

ST. DAVID'S GOLD MINING COMPANY.

SUMMER ASSIZES, BRISTOL, WEDNESDAY.

ST. DAVID'S GOLD MINING COMPANY v. MARTIN (S.J.)—Mr. Karslake, Q.C., and Mr. Lopes (instructed by Mr. James Bell) were counsel for the plaintiffs; and Mr. Coleridge, Q.C., and Mr. Bullar (instructed by Mr. J. Hawks) were for the defendant. Mr. Lopes having opened the pleadings,

Mr. Karslake said this was an action brought by the St. David's Gold Mining Company, which was a limited liability company, formed for the purpose of working some mines, against Mr. James Martin, a gentleman living in London, and largely engaged in the business of discounting, to recover the sum of 1871. 10s., the amount of a call upon 750 shares held by him in the company. The shares were originally held by a friend of his, Mr. A. C. Wilkin, who transferred them to the defendant, and, although he (the learned counsel) could hardly conceive what defence could be made, he believed that the question to be decided was one of law rather than of fact.

Mr. Coleridge said that was so.

Mr. Karslake then proceeded to give a narrative of the facts of the case. He stated that, in 1863, a person named Scarby was the secretary of the company, and he died in April, 1864. He was a friend of the defendant's, and, when Wilkin transferred his shares to him, in consequence of an arrangement with him, the transfers were not registered, Wilkin's name still remaining on the list as the holder of the shares. In 1864, the shares having gone up, defendant came forward, produced the transfers, and insisted upon having his shares registered. For some time Mr. Robinson, the then secretary, refused to place the defendant upon the register, because the transfers were so old; but at length, on his undertaking to pay a call upon his shares made in November, 1863, his shares were registered. The amount of the call which was then made was 1871. 10s., and Mr. Bell, the solicitor of the company, was obliged to take proceedings against the defendant to recover the money. The defendant was anxious to settle the matter, but was short of cash, and ultimately he paid 1000., and undertook to pay the remainder within a given time. He did not fulfil his undertaking, a writ was taken out, and execution followed. At that time the defendant changed his solicitor, and, acting upon the advice of Mr. Hawks, he paid the money, and afterwards entered a protest, and gave notice of his intention to commence an action for the recovery of the 1871. 10s. In November, 1860, a further call was made amounting to 1871. 10s., and as the defendant refused to pay this call the present action was brought to recover it. The defendant had made an application to the Judge in chambers to change the venue from Bristol to London, and Mr. Baron Martin consented, provided the defendant paid the amount of the call into Court by a given day, but he had failed to do so.

The defence was that the defendant was not a registered shareholder of the company, and that he had received no notice of the call. The jury found a verdict for the plaintiffs on both points for the amount claimed, and 5% interest. Mr. Coleridge applied to his lordship for leave to move to enter a nonsuit, but the learned judge said he would only stay execution until the fifth day of next term, upon the terms of the defendant paying the debts and interest into Court within 14 days.

COURT OF THE STANNARIES.

TYWARTHIALE MINING COMPANY.—Mr. Stokes presented a petition for the winding-up of this company. The petitioner was John Henry Mackenzie, of London; and the facts set forth in the affidavit were that the company was established in 1862 on the Cost-book Principle, and had never been registered; that at a special meeting of the adventurers, on Sept. 21 last, it was resolved that the mining machinery and materials should be disposed of, and that the company should be wound-up. In consequence of that resolution the operations at the mine had been discontinued, and a large portion of the liabilities had been discharged, but there were still debts due to the amount of 51691., which, however, would be more than covered by the property still held by the company, if it could be sold, and by the calls still due upon the shares. The affidavit further stated that several of the shareholders were threatening, and that some of them actually commenced actions. Affidavits were also put in that notices of the application to be made to the Court had been duly served upon Mr. Wescombe, of Exeter (the partner), and upon Mr. Murdoch, the secretary of the company. An order to wind-up was granted.

HUCKWORTHY BRIDGE CONSOLS.—Mr. Stokes applied for an order for payment of dividend, at 20s. in 17., among creditors who are not contributors; the registrars had received from various contributors for arrears of calls 4851. 4s., of which 4617. 4s. was now available for division among creditors, and the total amount of claims from creditors not contributors was 3437. 6s. 10d.—Order granted.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

GREAT WHEAL VOR.—The lode in Ivey's shaft, which had for some time past been poor and disordered, is now considerably improved, and worth over 50s. per fm. The lode has just been intersected by a cross-cut at the 194, east of Metal shaft, and is worth 50s. per fm.; this is a most important point, being the deepest part of the mine. The 184 and the 174, west of Metal, and driving towards Ivey's shaft, are opening out a splendid piece of tin ground. Rich as this mine has hitherto been reported, these improvements have materially enhanced its value, and must be cheering indeed to every shareholder.

EAST ALDERLEY EDGE.—I am glad the promoters have brought this mine out in a manner that meets with such genuine approval, and prevents the carrying out of measures inimical to the real interest of the shareholders. The company has a most undoubted valuable mine, which only requires sound and serviceable management to profit by; indeed, that is the general opinion in the neighbourhood of the mine, where its merits are known. I do not see any reason why it should not become as profitable as Alderley Edge; indeed, I have no doubt that its sales of copper would have equalled that mine had it not been for the water preventing their reaching the lower beds of copper, as at Alderley. That mine, being at the summit of the hill, has but little water to hinder it, as East Alderley, but it was too much to expect an 18-in. cylinder engine to pump, haul, and crush. Erect a pumping-engine, and leave your other engine for crushing, and you will be sure to raise large quantities of ore at good profit, if due economy be exercised. It is reported on good authority that another bed of copper has been discovered.

WEAL TRANNACK.—The 50 end, east of engine-shaft, continues to improve for copper. The 50 end west is without alteration. In the 40 end east the lode presents a more kindly appearance; ground easier for driving, lode increasing in size, and contains muriatic and peach, with a little copper ore. The winze sinking below the 40 is worth 15s. per fm., with a promising appearance.

WEAL BULLER.—The improvements in this mine are of great importance, and shares, which have been largely dealt in at 28s. to 30s., are likely soon to see a high figure, for the following reasons:—There is a large increase in the aggregate value of the various ends, and the new points of operation at the upper levels are all productive, and possessing great interest, as it is believed that many hundreds of fathoms of valuable tin ground, as well as copper, will shortly be laid open. Another most important point is the intersection of the north lode in the 80 fathom level, which is shortly expected. Provision is being made for a large increase in the returns by the erection of 16 additional heads of stamps, and there is every reason to expect that this mine, which has given 244,000/- in dividends, will again take a high position.

THE HELSTON AND GRYLLS DISTRICT.—Great Wheal Vor is looking well throughout, and I expect Ivey's shaft will soon be in a good course of tin, which may soon have a favourable effect on the price of shares. East Lovell never looked so well and promising as at the present time, not even when the shares were twice the present price, and although the profit was 650/- on the past four months, I fully expect twice this amount in the next four months. Great East Lovell will now take its stand as one of the most progressive and promising tin mines in this district, and shares are well worth attention at the present low prices. East Wheal Vor, with a good balance in hand, and shares at present low prices, ought to be bought. Stithney Metal is improving. Trumpet Consols are long will take an important position in this district. The management is the same as East Lovell, and all that can be desired. Wheal Grylls and East Grylls are likely soon to leave great profits to the shareholders, even at the present low price of tin. Let the investing public buy at once into these mines, and they will do well.

SORTRIDGE CONSOLS.—To watch the future progress of this concern has now become extremely interesting. Commenced in 1863, they have sold out to the value of 59,600/-, and have paid 6000/- in dividends. When the mine was so rich in the shallow levels great excitement occurred, and the shares were sold at 8/-, giving a value of 96,000/- for the set. The result was that many other mines were at once commenced. But, unfortunately, Sortridge was not destined to be a second Devon Great Consols. In sinking deeper the levels became poorer, and calls had to be made. The host of schemes set afloat on the reputation of Sortridge speedily came to an inglorious close, and the district was looked upon as one in which surface bunches of ore were alone likely to be found. But there were many who disputed this theory, and entertained the idea that if deep mining were resorted to the district would yet regain its lost character. In the Sortridge Mine will be tested the value of these anticipations. The engine-shaft was suspended some time since in the 110, where the lode was presenting strong indications of improvement. The work they have just accomplished—the communication between the deep adit level and Mayne's cross-cut in the 50—will very much facilitate the sinking of the shaft, which is at once to be commenced. It remains, therefore, to be seen whether Sortridge, as was the case with Wheal Friendship, will yet have its laurels restored—show that in its future career has not been groundless, and give hope and encouragement to its surrounding neighbours.

THE HELSTON AND GRYLLS DISTRICT.—Great Wheal Vor is looking well throughout, and I expect Ivey's shaft will soon be in a good course of tin, which may soon have a favourable effect on the price of shares. East Lovell never looked so well and promising as at the present time, not even when the shares were twice the present price, and although the profit was 650/- on the past four months, I fully expect twice this amount in the next four months. Great East Lovell will now take its stand as one of the most progressive and promising tin mines in this district, and shares are well worth attention at the present low prices. East Wheal Vor, with a good balance in hand, and shares at present low prices, ought to be bought. Stithney Metal is improving. Trumpet Consols are long will take an important position in this district. The management is the same as East Lovell, and all that can be desired. Wheal Grylls and East Grylls are likely soon to leave great profits to the shareholders, even at the present low price of tin. Let the investing public buy at once into these mines, and they will do well.

HAVAN (Silver-Lead).—Captain George Jones reports (August 15):—“The lode in the 20, east of Carrington's shaft, is gradually improving, work at present about 8 cwt. of lead ore per fathom. There is no particular change in the 20 west, or the steps on the back of the 20 east since last reported. The steps in the back of the 10, both east and west, will yield, on average, about 1 ton of lead ore per fathom. There is no alteration in any other part. We expect to have a vessel ready to ship our last sampling of silver-lead ore, computed to be 45 tons, and consigned to Sims, Wiliams, and Co., at Llanelli, by Thursday next.” The sales of ore, on August 8, amounted to 45 tons, to Sims, Wiliams, and Co., at 12s. 7d. per ton.

FATAL ACCIDENT AT TAVISTOCK TO A VISITOR TO A MINE.—Mr. Howard, the young gentleman who was injured at the Devon Great Consols Mine on the afternoon of the 10th inst., has since arrived at his lodgings in Tavistock. He was from the Government School of Mines, and was inspecting the Devon Great Consols Mine previous to his departure for America. In ascending by the man-engine in the shaft he received such contusions as to cause his death. He was about 20 years of age.

PETROLEUM.—A number of gentlemen owning ground in West Virginia found upon their premises a hard black substance, which was supposed to be coal. Upon chemical analysis it was found to be solid petroleum, crystallized upon the outside of the vein and granulated inside. It lay in a stratified form, and the vein was from 55 in. deep to 250 ft. thick. So far as traced the lode is about a mile in length. The discoverers were determined to put their acquisition to the test, and they have found it possible to distill from the substance a pure oil at the rate of from 160 to 170 gallons to the ton. The location of this petroleum mine is 10 miles from Cairo, and 31 miles east of Parkersburg, Virginia. Should the matter turn out as represented, it will exercise a very important influence upon the production of petroleum in the fluid form.”—*Philadelphia Price Current.*

AMERICAN SECURITIES.—With reference to the market for these securities, Mr. E. F. Satherwaite reports—“We have to report a very considerable number in American securities in the London market during the past week, confined almost entirely to United States 5-20 bonds, Illinois, and Erie shares. United States 5-20's have fluctuated between 67 to 65, until to-day, when an active demand sprung up for the Continent, and they improved to 65%. Erie shares have been steadily declining, from 65 to 64, and are now 63%. Illinois remain steady. A large business has been done in Atlantic and Great Western. Eight per cent. Debentures from 85 1/2 to 86 1/2%. Philadelphia Price Current.”

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA. IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before Monday, the 21st inst., to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply—

ONE HUNDRED TONS OF CAKE COPPER for BENGAL.

And that the conditions of the said contract may be had on application at the India Stores Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 21st inst., after which no tender will be received.

India Office, Aug. 15, 1865.

GERALD C. TALBOT, Director-General.

Tenders for Mine Materials.

ST. DAY UNITED MINES.—TENDERS ARE INVITED for the following MATERIALS, required in the coming four months, to be delivered on the mine, free of carriage, commencing September 1; six months' credit from the time of delivery:

500 DOZEN GOOD CANDLES.

25 CWTNS. BEST Y. C. TALLOW.

120 GALLONS RAPE OIL.

NAILS, 6 in., 5 in., 4 in., 3 in., 2 in., about 6 cwt.

B.B. IRON, various sizes, about 120 cwt.

HOOP IRON, about 4 cwt.

BOREE STEEL, 1 in. and 3/4 in., about 12 cwt.

PICK and SHOVEL HILTS, about 70 dozen.

SHOVELS, assorted sizes, 8 cwt.

LEATHER, 400 lbs. butt and 400 lbs. head.

STAMP HEADS, about 8 tons.

CHAIN, 3/4 tons.

TIMBER, NORWAY BAULK, 70 loads, and upwards.

YELLOW PINE, 12 loads, and upwards.

COAL, good quality and condition, about 600 tons monthly.

May be tendered for four, eight, or twelve months.

Tenders to be sent sealed, directed to the Committee of Management, 22a, Austin-friars, London, by the 23d August, 1865.

Port and City of Rochester—Moorings.

PERSONS desirous of TENDERING for SUPPLYING the CORPORATION OF ROCHESTER with TWENTY-FOUR SCREW MOORINGS, and also by SEPARATE TENDER with MOORING CHAINS, SWIVELS, SHACKLES, COUPLINGS, and LINKS, and also by SEPARATE TENDER with TWELVE IRON TRUNK BUOYS, may furnish, on application to me, with a copy of the specifications, and may inspect the drawings at my office on any day between the hours of Ten and Five. Tenders to be sent to my office, in Rochester, not later than Twelve o'clock at noon, on Tuesday, the 29th day of August next, under seal, and directed to the Mayor, Aldermen, and Citizens of the City of Rochester, and endorsed “Tender for Moorings.” Forms of tender may be obtained at my office.</

THE SEVILLE IRONWORKS, DUBLIN.

IMPORTANT NOTICE.

TO GAS AND ROLLING STOCK COMPANIES, ENGINEERS, IRONFOUNDERS, TIMBER MERCHANTS, AGRICULTURAL IMPLEMENT MAKERS, BREWERS, MANUFACTURING CHEMISTS, IRON SHIPBUILDERS, or OTHERS REQUIRING EXTENSIVE PREMISES, on which the following VALUABLE AND SUBSTANTIAL BUILDINGS have been erected, viz.:—
A MASSIVE STONE BUILDING, 195 feet long, 95 feet wide, and 25 feet high; a BUILDING, 287 ft. by 69 ft., and 20 ft. high; a BUILDING, 18 ft. by 16 ft., and 16 ft. high; and two other partly two-story BUILDINGS, each 26 ft. by 23 ft., roofed: all of which are built in the best manner, and are well lighted and ventilated. There are, also, various storing-sheds, offices for clerks, storekeeper, and gate porter. Also, an EXCELLENT DWELLING HOUSE, with large garden (conveniently situated within the walls), in every respect suitable to a manager of works.

The whole (with the exception of the house plot) are held under a lease for 899 years, from the 29th of September, 1846, at a yearly rent of £62. 4s. 2d., to be reduced to £67. 16s. per annum on the termination of the lease plot of the above mentioned.

The principal buildings, dwelling house, and offices are lighted with gas, and there is a most abundant supply of water on the premises, the entire of which covers an area of nearly 5½ acres, surrounded by lofty stone walls, and approached through a handsome wrought-iron gate entrance; and it may be here remarked that there is a frontage to Seville-place of several hundred feet, which could be judiciously let off for building purposes.

The above premises, formerly the property of the Irish Engineering Company, are situated in Seville-place, North Dock Ward, Dublin, abutting on the Basin of the Royal Canal and River Liffey, and the Goods Terminus of the Midland Great Western, and close to the Dredges, Dundalk, Enniskillen, and Junction Railways, will be OFFERED FOR SALE, BY PUBLIC AUCTION, on the premises, on Tuesday, the 29th of August inst., at the hour of one o'clock in the afternoon.

NOTE.—THE VALUABLE STEAM ENGINES, CUPOLAS, PLANING, BORING, and TURNING MACHINES, and other tools used by engineers and founders; also, a quantity of NEW and OLD IRON and METAL, &c., WILL BE SOLD, in detailed lots, on Wednesday and Thursday, the 30th and 31st days of August. Catalogues of which, with the conditions of sale under which the works will be sold, and further particulars, may be obtained on application to Messrs. Ashurst, Morris, and Co., solicitors, No. 6, Old Jewry, London; Messrs. Davison, Carr, and Bannister, Weavers' Hall, No. 22, Basinghall-street, London; Messrs. Price, Hollyhead, and Waterhouse, No. 19, Gresham-street, London; Messrs. Chatteris and Nicholls, Ironmonger-lane, London; William F. Littledale, solicitor, 9, Upper Ormond Quay, Dublin; and to John Littledale and Co., auctioneers, No. 9, Upper Ormond Quay, in whose office a ground plan of the premises and abstract of title may be inspected, and who will forward catalogues of the plant (free by post), on application being made to that effect.

HORIZONTAL ENGINES FOR SALE, at very low prices:—
One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place, Laurence Pountney-hill, Cannon-street E.C.

CLAYTON, SHUTTLEWORTH, AND CO., ENGINEERS.

MANUFACTURERS OF PORTABLE and FIXED STEAM ENGINES, MACHINERY for PUMPING, HOISTING, GRINDING, SAWING, &c., ENGINES for STEAM CULTIVATION, SELF MOVING ENGINES for COMMON ROADS and AGRICULTURAL PURPOSES GENERALLY.

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Descriptive, illustrated, and priced catalogues free per post.

SPECIAL DRAWINGS WHEN REQUIRED.

THE BEST STEAM THRASHING MACHINERY MADE.

BLASTING.

GU N C O T T O N IS THE CHEAPEST AND SAFEST EXPLOSIVE, AND FREE FROM SMOKE. Prices and directions for use on application to the Manufacturers, THOMAS PRENTICE AND CO., 173, FENCHURCH STREET, LONDON, E.C. MANUFACTORY, STOWMARKET, SUFFOLK.

THE CORNWALL BLASTING POWDER COMPANY, ST. ALLEN POWDER MILLS, TRURO, beg to INVITE ATTENTION to their WATERPROOF SAFETY BLASTING CARTRIDGES, which are supplied in various lengths, at reasonable prices.

CAPT. C. WILLIAMS, TYN-Y-WERN, TALIESIN, via SHREWSBURY, has had upwards of 20 years' practical experience in mining, during which time he had the entire management of several English and Welsh mines. Residing in the centre of the CARDIGANSHIRE MINING DISTRICT, and in close proximity to those of MERIONETHSHIRE and MONTGOMERYSHIRE, he OFFERS HIS SERVICES to SURVEY and REPORT UPON ANY MINE.

CAPT. CHARLES WILLIAMS is at all times in a POSITION to FURNISH CAPITALISTS with RELIABLE INFORMATION respecting MINING in NORTH and SOUTH WALES, in which they should embark or avoid. C. WILLIAMS has prepared a list of most of the mines that are likely to pay, and can name two or three that will turn out a great prize.

Tyn-y-Wern, Taliesin, via Shrewsbury, April 18, 1865.

CAPT. J. RABEY OFFERS FOR SALE FIFTY SHARES, at the net price of £28 per share, in the CAI-R-PANT MINE, joining the great Minera Mine, and one of the best prospects in the district, being all whole ground, and the mine paying for itself now at the shallow depth of 40 yards.—Address, Captain J. RABEY, Coedpoeth, near Wrexham, Denbighshire, North Wales.

ROBERT LIBBY AND SON, MINE AND SHAREDEALERS, &c., CAMBORNE, CORNWALL. The undermentioned mines we could at once advise capitalists to speculate in, as we can say with confidence that each bears such indications that will lead to early and important discoveries:—
West Great Work, North Dolcoath.
Rosewarne United, Grylls Wheal Florence.
East Rosewarne, New Llwyn.
Leeds and St. Aubyn.

N.B.—Parties who acted on our advice, and purchased East Rosewarne at £2, and Rosewarne United at £1, can now realize good profits in each. For further particulars, apply to Messrs. R. LIBBY and Son.

NORTH OF ENGLAND MINING AND ENGINEERING OFFICES, MANCHESTER.

MESSRS. HARVEY AND CO., MINING ENGINEERS, AGENTS, AND SHAREDEALERS, CLARENCE CHAMBERS, MANCHESTER, are at all times in a position to deal in all the market Dividend and Progressive Mine shares, and also to advise on all mining matters, being practically acquainted with the business, and having a daily communication from the mining districts of Devon and Cornwall.

Messrs. HARVEY and Co. publish a monthly "Mining Circular," containing a valuable summary of mining information. Forwarded gratis on application.

The Circular for August will contain special reports on West Trelawny, Devon Wheal Lope, Leeds and St. Aubyn, and Wheal Grylls.

Bankers: The Consolidated, Manchester; and the Alliance, Louthbury, London.

MINING OFFICES, MANCHESTER.

THOMAS MOLYNEUX AND CO., MINE AGENTS, SHAREBROKERS, AND GENERAL COMMISSION AGENTS. Reliable information can be obtained as to purchase and sale of shares.

Office of the Hazel Grove Silver-Lead Mining Company (Limited), Flintshire. Prospects, reports, &c., of this valuable property may be had on application to No. 2, Princess-street, Manchester.

GOVERNMENT SECURITIES, JOINT-STOCK BANKS, RAILWAY DEBENTURES AND BONDS, COLONIAL SECURITIES, FOREIGN BONDS, AND BRITISH MINES.—MESSRS. TREDINICK AND CO., 78, LOMBARD STREET, LONDON, E.C., may be consulted confidentially as to the eligibility of all bond &c. investments. A selected list forwarded on application.

MESSRS. TREDINICK AND CO., STOCK AND SHAREBROKERS, AND DEALERS IN BRITISH MINING SHARES, 78, LOMBARD STREET, LONDON.

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COAL CUTTING MACHINERY.
THE WEST ARDSLEY COMPANY having, by recently patented improvements,
perfected their coal cutting machinery, worked by compressed air, are NOW READY
to MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES.
The results of twelve months' experience in the working of these machines, by the
West Ardsley Company, have proved most satisfactory, their use being found to
CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN
the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE.
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NOTICE.—The WEST ARDSLEY COMPANY, having reason
to believe that their patents are being infringed upon, hereby give notice that
they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may
make for SALE, or USE ANY MACHINERY in the construction of which any
such INFRINGEMENT is MADE. 124

First Class Silver Medal, Royal Polytechnic Society,
Falmouth, 1864.

CREASE'S PNEUMATIC TUNNELLING ENGINE,
for superseding the SLOW and EXPENSIVE USE of MANUAL LABOUR
in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to
drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and
sink shafts at the rate of 2 fms. in three days.
Mr. Crease will undertake contracts for sinking shafts, driving levels, &c., at an
enormous reduction of time and great saving in cost.
Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE
Tavistock, Devon. 125

THE HARDWARE WEEKLY MESSENGER.
CHARLES BYLAND AND SONS' IRON TRADE CIRCULAR
AND HARDWARE WEEKLY MESSENGER.
The "Iron Trade Circular" is eminently the business journal of the mining districts
and manufacturers and wholesale dealers in iron. Its information is authentic, un-
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the United Kingdom. It is now proposed to add a collection of special and general in-
formation in the interests of the Hardware Trades of Birmingham, Sheffield, and Lon-
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**THE STOCKTON AND HARTLEPOOL MERCURY AND
MIDDLESBOROUGH NEWS** (published at Hartlepool) is eminently the organ
of the Coal, Iron, and Iron-Ship-building Trades in the extensive Mining and Maritime
districts of South Durham and Cleveland, with which it has been closely identified
since its origin. The "Mercury" was for years the only newspaper published in South
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tisements to be forwarded to the publisher, Mr. JOHN H. BELL, Southgate, Hartlepool.

**THE NEWCASTLE CHRONICLE AND NORTHERN
COUNTIES ADVERTISER.** (ESTABLISHED 1764).
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125, High-street, Sunderland.

CLEVELAND'S WALNUT POMADE—IN CHANCERY—
CAUTION.—Cleveland v. Heild, Cleveland v. Norton. Whereas a bill praying
an injunction restraining the defendants from pirating the plaintiff's labels and selling
imitations of his pomade, under the name of "Walnut Extract," has been
granted, and an interim order granted by Vice-Chancellor Stuart; all parties are hereby
notified that they will be immediately found selling colourable imitations aforesaid.
JAMES GRAYSON, 13, Great Ormond-street, Plaintiff's Solicitor,
and 92, Farringdon-street, agent for Cleveland's Walnut Pomade, and all chemists.

REY HAIR.—CLEVELAND'S WALNUT POMADE will
change grey hair to the original colour, darken red or light hair without staining
the skin. It is not a dye, and does not injure the hair as dyes do. It gives it a rich
brown appearance, and nourishes its growth. As an ordinary pomade it is superior to
any other, and although established 20 years no one has equalled although many have
attempted to imitate it. Sold in pots at 1s., 6d., 2s. 6d., and 3s. 6d., by all the London
chemists and perfumers.—Barclay, 98, Farringdon-street, wholesale agent. In ordering,
order Dr. Hall's perchorate of potassa.

GRAY HAIR AND BALDNESS.—LANARDO'S AMMO-
NIACAL POMADE will change grey hair to its original colour, gradually
darkening red or light hair, and effectively remove baldness. Before purchasing send one
sample, and learn its chemical properties. Sold in sample pots at 1s., and ordinary
1s., and 2s.—G. Sutton and Co., chemists, Store-street, Bedford-road, London.

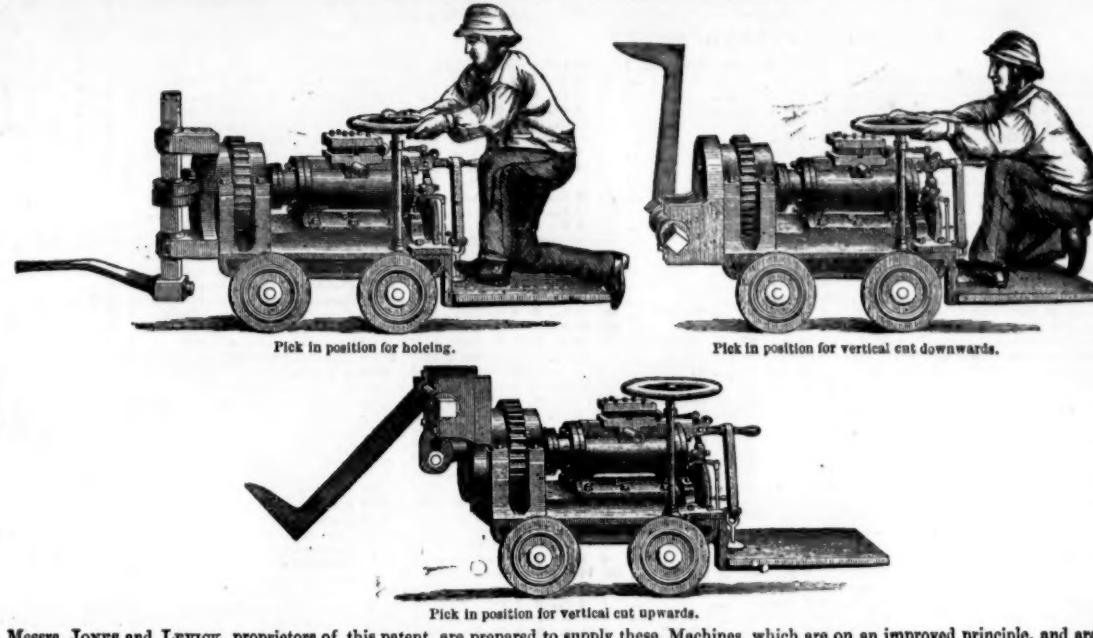
TAI SKIN.—CLEVELAND'S SKIN POWDER gives to the
complexion, arms, and all parts of the body a rich delicate appearance, cools,
strengthens, and stimulates the skin to a healthy action. In packets at 6d., 1s., and
2s.—Order Cleveland's skin powder of your chemist or perfumer, and don't take any
other. 127

PILEPSY, FITS, and NERVOUS DISEASES yield to the new
chemical, PERCHLORATE OF POTASSA, which acts by oxydising the blood
and strengthening the vitality of the nerves. An entirely new chemical, discovered,
produced, and extensively prescribed by the late Dr. M. Hall; it acts as an alterative,
astringent, and stimulating tonic, supplying the blood with oxygen, and is now of
universal use. Try one bottle. Sold at 4s. 6d., 1s., and 2s., by Barclay, 98, Farring-
don-street. Order Dr. Hall's perchorate of potassa. 128

NEW MEDICAL GUIDE.
Dr. SMITH, who has had twenty years' practical experience in the
treatment of Diabetes, Spermatorrhœa, Disorders of the Nervous System, &c.,
published a GUIDE (128 pages) for Self-Cure. Sent to any address on receipt of
a stamp. Dr. SMITH may be consulted personally (or by letter) in all private and
professional cases.—Address, SMITH and Co., 8, Burton-crescent, Euston-road, London
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COAL CUTTING MACHINERY.

JAMES GRAFTON JONES'S PATENT.

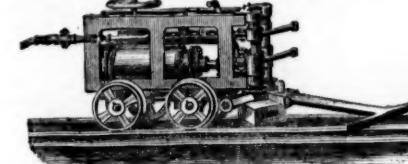


Messrs. JONES and LEVICK, proprietors of this patent, are prepared to supply these Machines, which are on an improved principle, and are constructed to work the coal at any angle from the horizontal to the vertical, thus rendering them capable of "hollowing" at any angle, and of driving headings. They are simple and substantial in construction, and are not likely to get out of order. They are already successfully employed in the Barnsley coal district, and are being introduced into the South Wales and other coal mining districts. They are also suitable for mining the argillaceous ironstones of the coal measures, as well as working other mines and quarries.

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COAL CUTTING BY MACHINERY.

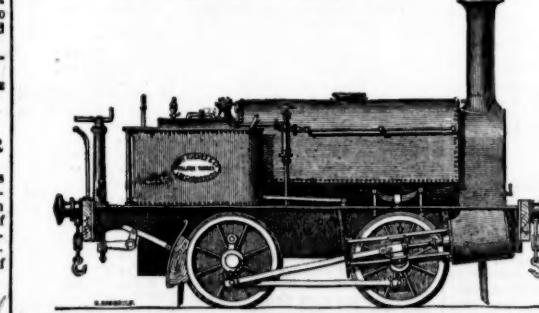


MESSRS. RIDLEY AND CO. have, by recently PATENTED
IMPROVEMENTS, COMPLETED their TRUNK COAL CUTTING MA-
CHINE, WORKED by COMPRESSED AIR, and are NOW PREPARED to NE-
GOCIATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY in WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.

All applications to be made to Messrs. RIDLEY and Co., No. 11, South-street, Finsbury, London, E.C.; or Mr. PERCY BANKART, agent, 9, Clement's-lane, E.C.

* * * COLLIERY PROPRIETORS are CAUTIONED against PURCHASING or USING MACHINES, the construction of which will constitute an INFRINGEMENT of the ABOVE PATENT.

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FALCON RAILWAY PLANT WORKS,
LOUGHBOOUGH,
ENGINEERS, IRONFOUNDERS, BOILER MAKERS, and MANUFACTURERS of
EVERY DESCRIPTION of RAILWAY MACHINERY.**



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the best materials and workmanship, always in progress. These engines are designed
to supply the chief requisites in tank locomotives—viz., reduction of the overhanging
weight at the fire-box end, proper distribution of the weight upon the wheels, and keeping
the centre of gravity low. These are accomplished by making the fire-box and its
shell on an improved principle, which enables the driving axle to be placed further back
without interfering with the eccentric and valve gear, which are of the usual simple
description. LONDON OFFICES, 34, CANNON STREET WEST. 129

**BASTIER'S PATENT CHAIN PUMP,
APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY
APPLICABLE TO ALL KINDS OF MINES, DRAINS,
WELLS, MARINE, FIRE, &c.**

J. U. BASTIER begs to call the attention of proprietors of mines, engineers, architects, farmers, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine as daily demonstrated by use:—

1.—It utilises from 90 to 92 per cent. of the motive power.
2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for mining purposes.
3.—It occupies a very small space.

4.—It raises water from any depth with the same facility and economy.

5.—It raises with the water, and without the slightest injury to the apparatus, sand, mud, wood, stone, and every object of a smaller diameter than its tube.

6.—It is easily removed, and requires no cleaning or attention.

BASTIER'S PATENT CHAIN-PUMP may be seen daily in operation at Messrs. SAMUEL BERGER and Co.'s Patent Rice Starch Works, Bromley-by-Bow, London, E. Cards of admission to be had on application to the inventor and patentee, Mr. J. U. BASTIER, C.E., 142, Gower-street, North London.

J. U. BASTIER, sole manufacturer, will CONTRACT to
ERECT his PATENT PUMP at HIS OWN EXPENSE to
manufacturers, mining proprietors, and others, for the USE of his INVENTION.
OFFICES, 142, GOWER STREET NORTH, LONDON. 127

London, March 21, 1865. Hours from Ten till Four. J. U. BASTIER, C.E.

Swan Rope Works.

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CHAPEL STREET, LIVERPOOL,
MANUFACTURERS OF FLAT and ROUND HEMP and IRON and STEEL WIRE
ROPEs for MINING, RAILWAY, and SHIPPING PURPOSES.**

MANILLA ROPE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER,
and THIRTY PER CENT. CHEAPER than Russian hemp rope.

WIRE ROPE of FIRST QUALITY WIRE, and the HIGHEST STANDARD of
STRENGTH.

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International Exhibition, 1862—Prize Medal.



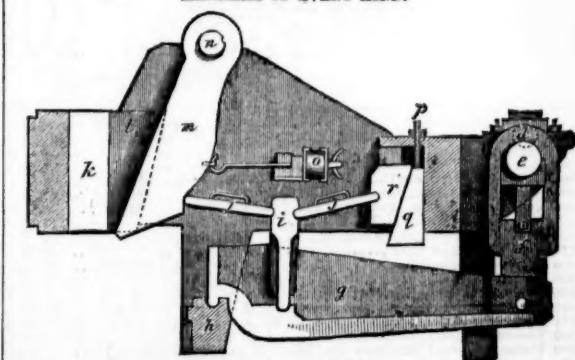
JAMES RUSSELL AND SONS
(the original patentees and first makers of wrought-iron
tubes), of the CROWN PATENT TUBE WORKS, WED-
NESBURY, STAFFORDSHIRE, have been AWARDED a
PRIZE MEDAL for the "good work" displayed in their
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**BICKFORD'S PATENT SAFETY-FUSE OBTAINED the
PRIZE MEDALS at the ROYAL EXHIBITION of 1851, at the INTERNA-
TIONAL EXHIBITION of 1862, in London, and at the IMPERIAL EXPOSITION
held in Paris, in 1863.**

BICKFORD, SMITH, AND CO.,
TUCKINGMILL, CORNWALL, MANUFACTURERS of
PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manu-
facture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL of FUSE MANUFACTURED by them has
TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOW-
DER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE
THREADS as THEIR TRADE MARK.

THE CLUTCH SAFETY CAGE, IMPROVED.—
The improvement consists in its having only a single spring, which is strong
enough to take the lift of the loaded cage; to over haul the broken rope, however distant
the fracture may be; and yet so constructed that it cannot bring the clutches into play
till the rope is broken. It is an ordinary carriage spring, and can be replaced, when
needed, at any coach work. Makers of cages, or inventors, who may wish to combine
the safety clutch with their own improvements are respectfully informed that liberty
to do so will be granted to them on easy terms.—Apply to the patentee, ROBERT ATTOM
8, Fettes-row, Edinburgh.

**BLAKE'S PATENT STONE BREAKER,
OR ORE CRUSHING MACHINE,
FOR REDUCING to SMALL FRAGMENTS ROCKS ORES, AND
MINERALS of EVERY KIND.**



It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England.

The above section illustrates Blake's Stone Breaker, just as made the last five years and is fully protected in every part by patents.

Extract from Specification:—A short but powerful vibration is imparted to one or both of the jaws by any convenient arrangement, and combination of powerful levers, worked by a crank or eccentric on the main shaft.

LEGAL PROCEEDINGS will be taken at once against any person or persons found making, using, or vending any machine, the construction of which will constitute an infringement on the above patent. Read extracts of testimonials:—

Aikali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably in crushing the hardest stones and quartz. WM. DANIEL.

General Payment's Mines, California.—The 15 by 7 in. machine effects a saving o
the labour of about 30 min., or \$75 per day. The high estimation in which we hold
this invention is shown by the fact that Mr. Park has just ordered a third machine fo
this estate.

For circulars and testimonials, apply to—

**H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS.**
Only maker in the United Kingdom.

**SALOM'S NEW OPERA and FIELD GLASS, and the
RECONNOITERER GLASS, price 10s. 10d., sent free.**—This tourist's favourite,
through extraordinary division of labour, distinctly shows small windows 10 miles off,
landscape at 30 miles, Jupiter's moons, &c.—The MARQUIS of CARMARTHEN: "The re-
connoiterer is very good."—The EARL of BREADALBANE: "I find it all you say; and won-
derfully powerful for a very small glass."—Rev. LORD SCARSDALE: "approves of it."—
LORD GIFFORD, of Ampthill: "Most useful."—LORD GAVAGH: "Remarkably good."—
Sir DIGBY CAYLEY, of Brompton: "It gives me complete satisfaction, and is wonder-
fully good."—CAPTAIN SENDEN, Royal Small Arms Factory, Enfield: "found it effec-
tive at the 1000 yards range."—F. H. FAWKES, of Farnley Hall, Esq.: "I never be-
fore, although I have tried many, met a glass combining so much power for its size
with so much clearness."—The Field: "We have carefully tried it at an 800-yard rifle
range, and found it fully equal to any of those present, although they had cost more than
four times its price."—Notes and Queries: "What intending tourist will now start without
such an indispensable companion?"—The celebrated HYTHE GLASS shows bullet-
marks at 1200 yards, and men at 3½ miles; price 3s. 6d. All the above glasses, respec-
tively bearing the registered trade marks, "Salom," "Reconnoiterer," and "Hythe," are
only to be had direct from SALOM and CO., 98, Princes-street, Edinburgh. A few hours
will carry a glass to almost the remotest town in the United Kingdom.

No agents of any kind anywhere.

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THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per Share.	Last paid	
1000 Alderley Edge (cop.), Cheshire [L.]	10 0 0 ..	..	..	..	11 3 0 ..	0 15 0 ..	Dec. 1864
4000 Bedford United (copper), Tavistock [L.]	2 6 0 ..	1 1/4 ..	..	..	13 11 6 ..	0 2 6 ..	Oct. 1861
1548 Boscastle (tin, copper), St. Just [L.]	6 15 0 ..	..	..	..	1 5 0 ..	0 5 0 ..	May. 1864
2000 Botallack (tin, copper), St. Just [L.]	9 1 8 0 ..	..	..	..	480 15 0 ..	0 3 0 ..	May. 1865
10000 British slate Company [L.]	7 0 0 ..	..	..	..	8 per cent.	..	Mar. 1865
16000 Brixham Hematite Iron [L.]	5 6 7 6 ..	..	..	..	0 6 0 ..	0 6 0 ..	Nov. 1864
10000 Broadford (lead), Cardigan [L.]	12 0 0 ..	..	..	..	6 15 0 ..	0 10 0 ..	July. 1865
1300 Bryn Gwyn (lead), Mold [L.]	9 0 0 ..	..	..	..	..	..	..
916 Cargill (silver-lead), Newlyn [L.]	18 8 7 ..	27 ..	28 30 ..	..	11 15 0 ..	0 2 0 ..	Aug. 1865
1300 Carn Brae (copper, tin), Illogan [L.]	18 0 0 ..	..	..	..	280 10 0 ..	0 2 0 ..	June. 1864
2880 Clifford Amalgamated (cop.), Gwern [L.]	30 0 0 ..	26 1/2 ..	24 25 ..	..	85 6 0 ..	0 10 0 ..	June. 1865
2000 Copper Miners of England [L.]	25 0 0 ..	..	..	..	754 per cent.	..	Half-yrly.
40000 Ditto ditto (stock) [L.]	100 5 0 ..	..	..	..	1 per cent.	..	Half-yrly.
867 Cwm Erdin (lead), Cardiganshire [L.]	7 10 0 ..	..	..	..	18 18 0 ..	0 1 0 ..	June. 1865
128 Cwmystryth (lead), Cardiganshire [L.]	6 0 0 ..	..	..	..	288 10 0 ..	0 5 0 ..	July. 1865
280 Devant Mines (silver-lead), Durham [L.]	300 0 0 ..	..	..	..	159 10 0 ..	0 7 10 ..	June. 1865
1024 Devon Gt. Con. (cop.), Tavist. [S.E.]	1 0 0 ..	..	..	..	560 580 ..	0 9 0 ..	July. 1865
358 Dolcoath (copper, tin), Camborne [L.]	128 17 6 ..	..	..	..	900 10 0 ..	0 4 0 ..	Aug. 1865
813 East Bassett (cop.), Kedruth [S.E.]	29 10 0 ..	20 ..	18 20 ..	..	126 0 0 ..	0 1 0 ..	Nov. 1864
6000 East Carn Brae (copper), Redruth [L.]	3 15 0 ..	6 1/4 ..	5 5 0 ..	..	5 0 0 ..	0 5 0 ..	June. 1865
6144 East Cardon (copper), St. Cleer [S.E.]	9 14 6 ..	12 1/2 ..	12 1/2 ..	..	13 0 0 ..	0 10 0 ..	July. 1865
200 East Darren (lead), Cardiganshire [L.]	32 0 0 ..	..	..	..	107 10 0 ..	0 2 0 ..	Aug. 1865
128 East Pool (tin, copper), Pool, Illogan [L.]	24 5 0 ..	..	..	..	369 10 0 ..	0 4 0 ..	June. 1864
8000 East Rosewarne (cop.), Gwinstar [L.]	2 15 0 ..	3 1/2 ..	2 1/2 ..	..	0 7 0 ..	0 2 6 ..	May. 1865
2000 Foxdale (lead) Isle of Man [L.]	25 0 0 ..	..	..	..	67 0 0 ..	0 1 0 ..	May. 1865
5000 Frank Mills (lead), Christow [L.]	3 18 6 ..	7 1/2 ..	6 1/2 ..	..	3 18 6 ..	0 6 0 ..	Aug. 1865
15000 Great Laxey (lead), Isle of Man [L.]	4 0 0 ..	20 ..	20 21 ..	..	2 11 0 ..	0 10 0 ..	June. 1865
5000 Great Wh. Vort (tin, cop.), Hisiston [S.E.]	40 0 0 ..	24 ..	33 56 ..	..	16 6 0 ..	0 17 6 ..	June. 1865
5000 Great Wh. Vort (tin, cop.), Hisiston [S.E.]	40 0 0 ..	24 ..	33 56 ..	..	15 0 0 ..	0 8 0 ..	Aug. 1864
119 Great Worth (tin), Garmos [L.]	100 0 0 ..	..	..	..	..	..	..
1024 Herdfoot (id.), near Liskeard [S.E.]	8 10 0 ..	..	..	..	40 42% ..	..	..
40000 Hesketh (cop.), L. [L.]	20 0 0 ..	..	..	..	33 5 0 ..	1 1 0 ..	June. 1865
400000 Hesketh (cop.), L. [L.]	18 18 0 ..	150 ..	435 10 0 ..	..	0 9 0 ..	0 9 0 ..	Aug. 1865
3000 Maes-y-Safn (lead) [L.]	20 0 0 ..	..	..	..	1 0 0 ..	1 0 0 ..	Oct. 1864
50000 Marks Valley (copper), Cardon [L.]	4 10 6 ..	4 1/4 ..	4 1/4 ..	..	3 2 6 ..	0 3 0 ..	July. 1865
30000 Miners Boundary (lead), Wrexham [L.]	1 0 0 ..	..	..	..	0 8 0 ..	0 3 0 ..	June. 1865
18000 Miners Mining Co. [L.]	8 10 0 ..	..	..	..	260 280 ..	18 18 0 ..	Aug. 1865
20000 Mining Co. of Ireland (cop., lead, coal) [L.]	7 0 0 ..	22 ..	21 214 ..	..	19 2 10 0 ..	1 1 0 ..	Jan. 1865
40000 Mwyndy (iron ore) [L.]	3 18 0 ..	..	..	..	0 4 0 ..	0 2 0 ..	April. 1864
350 Nanty Mines (lead), Montgomery [L.]	20 0 0 ..	..	..	..	7 0 0 ..	1 1 0 ..	June. 1864
8000 New Birch Tor and Vlifter Cons. (tin) [L.]	1 6 6 ..	..	..	..	11 0 0 ..	0 1 0 ..	Oct. 1864
5924 North Treskerby (copper), St. Agnes [L.]	1 9 0 ..	2 1/2 ..	2 1/2 ..	..	12 0 0 ..	0 2 6 ..	Feb. 1864
202 Parys Mines (copper), Anglesey [L.]	50 0 0 ..	..	..	..	147 0 0 ..	0 5 0 ..	Aug. 1865
1122 Providence (tin), Uny Lelant [S.E.]	10 6 7 ..	33 ..	32 33 ..	..	77 5 0 ..	0 1 0 ..	May. 1865
30 Silver Lake Mining Company [L.]	280 0 0 ..	..	..	..	..	..	..
813 South Cardon (cop.), St. Cleer [S.E.]	1 5 0 0 ..	..	..	..	490 10 0 ..	0 7 0 ..	July. 1865
4000 St. Day United (tin), Redruth [L.]	14 0 0 ..	..	..	..	5 0 0 ..	0 5 0 ..	Mar. 1864
6500 Tincroft (cop., tin), Pool, Illogan [S.E.]	9 0 0 ..	18 1/2 ..	18 1/2 ..	..	17 1 0 0 ..	0 10 0 ..	June. 1865
6000 West Bassett (copper), Illogan [S.E.]	1 10 0 ..	..	..	..	24 14 0 ..	0 5 0 ..	July. 1865
2000 W. Chiverton (id.), Perranzabuloe [L.]	—	77 1/2 ..	75 77 1/2 ..	..	6 15 0 ..	0 5 0 ..	Aug. 1865
256 West Damsel (copper), Illogan [S.E.]	33 10 0 ..	..	..	..	53 10 0 ..	0 1 0 ..	Nov. 1864
4000 W. Wh. Seton (cop.), Camborne [S.E.]	47 10 0 ..	..	..	..	170 180 ..	43 7 0 ..	Aug. 1865
513 Wh. Bassett (copper), Illogan [S.E.]	5 2 6 ..	..	..	..	611 0 0 ..	1 10 0 ..	Aug. 1865
1024 Wh. Wheel (copper), Devon [L.]	30 0 0 ..	..	..	..	206 10 0 ..	0 5 0 ..	Aug. 1865
513 Wh. Wheel (copper), Illogan [S.E.]	3 10 0 ..	..	..	..	288 5 0 ..	0 4 0 ..	Mar. 1865
1024 Wh. Wheel (copper), Illogan [S.E.]	3 10 0 ..	..	..	..	343 8 0 ..	0 5 0 ..	May. 1864
894 Wh. Owles (tin), St. Just, Cornwall [L.]	70 0 0 ..	..	..	..	343 8 0 ..	0 5 0 ..	May. 1864
1040 Wh. Trellawny (silver-lead), Liskeard [S.E.]	5 17 0	17 18 ..	52 0 0 ..	0 10 0 ..	June. 1865
7000 Wicklow (copper) [L.]	2 10 0 ..	13 1/2 ..	13 1/2 ..	..	15 3 0 ..	0 6 0 ..	May. 1865

* Dividends paid every two months. † Dividends paid every three months.

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per Share.	Last paid
240 Boscean (tin), St. Just [L.]	20 10 0 ..	..	..	..	86 10 0 ..	1 0 0 ..	Mar. 1862
586 Condurrow (cop., tin), Camborne [L.]	76 10 0 ..	90 ..	85 90 ..	..	85 0 0 ..	0 2 0 ..	June. 1862
5800 Cook's Kitchen (copper), Illogan [L.]	18 9 0 ..	9 ..	1 7 0 ..	..	1 7 0 ..	0 7 0 ..	May. 1867
1024 Copper Hill (copper), Redruth [L.]	12 0 0 ..	10 ..	2 7 6 ..	..	..	..	Sept. 1862
1058 Cradoc Moor (copper), St. Cleer [L.]	9 1 0 ..	..	7 12 0 ..	0 4 0 ..	..	..	June. 1865
4076 Devon and Cornwall (cop.), Tavistock [L.]	6 6 3 ..	..	..	..	10 0 0 ..	0 2 6 ..	Feb. 1859
8000 Drake Walls (tin, copper), Calstock [L.]	2 1 0 ..	..	..	..	18 0 0 ..	0 2 0 ..	May. 1863
5000 Drygwyn (lead), Wales [L.]	12 6 6 ..	..	..	..	17 6 0 ..	0 2 6 ..	June. 1863
1900 East Wheal Lovell (tin), Wendron [L.]	3 9 0 0 ..	10 10 1/2 ..	10 10 0 ..	..	1 10 0 0 ..	0 16 0 ..	May. 1864
940 Fowey Consols (copper), Tywardreath [L.]	4 11 6 ..	..	..	..	41 9 8 ..	0 2 6 ..	June. 1860
6000 Gran South Tolzus (copper), Redruth [L.]	0 14 6 ..	2 ..	13 2 ..	..	7 18 6 ..	0 5 0 ..	Dec. 1861
6500 Gwinstar (cop., tin), Pool, Illogan [S.E.]	9 0 0 ..	18 1/2 ..	18 1/2 ..	..	0 3 0 ..	0 1 6 ..	Mar. 1865
6000 West Dolcoath (copper), Illogan [S.E.]	1 10 0 ..	..	..	..	24 14 0 ..	0 5 0 ..	July. 1865
5000 West Damsel (copper), Illogan [S.E.]	33 10 0 ..	..	..	..	53 10 0 ..	0 1 0 ..	Nov. 1864
4000 W. Wh. Seton (cop.), Camborne [S.E.]	47 10 0 ..	..	..	..	170 180 ..	43 7 0 ..	Aug. 1865
513 Wh. Wheel (copper), Illogan [S.E.]	5 2 6 ..	..	..	..	611 0		